

# **Transportation Improvement Program**

**2020-2024**

***NIRCC***

***Northeastern Indiana Regional Coordinating Council***

The FY 2020-2024 Transportation Improvement Program was adopted by the Northeastern Indiana Regional Coordinating Council (NIRCC) for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. As a component of the Indiana Statewide Transportation Improvement Program (INSTIP), this document includes specific categories of projects selected and approved by NIRCC within the Metropolitan Planning Area (MPA), and projects in Allen County outside the MPA selected by the Indiana Department of Transportation (INDOT), Allen County and the respective cities and towns. The Federally Funded categories of projects include:

1. Capital and operating assistance for elderly and disabled transportation services - FTA Section 5310 Funds
2. Rural Road Projects-Group IV (Counties and Areas under 5,000 population)–Surface Transportation Block Group (STBG) Funds
3. Rural Road Safety Projects – Group IV Highway Safety Improvement Funds (HSIP)
4. Urban Road Projects-Group I (Areas over 200,000 population)-STBG Funds
5. Urban Roadway Safety Projects-HSIP Funds
6. Urban Transportation Projects-Congestion Mitigation and Air Quality Funds (CMAQ)
7. Transportation Alternatives Projects–Group I, Group IV and Anywhere-TA Funds
8. Railroad Crossing Safety Improvement Projects- Section 130 Railway-Highway Crossing Program
9. Indiana Department of Transportation Road Projects-National Highway Performance Program (NHPP) Funds; State STBG Funds, HSIP Funds and National Highway Freight Program Funds
10. Transit Projects-FTA Section 5307 Funds, Section 5339 Funds and 5340 Funds

Upon approval by the Urban Transportation Advisory Board that serves as NIRCC's Transportation Policy Board, the TIP is submitted to the Indiana Department of Transportation for review and approval; and to the Federal Highway Administration and Federal Transit Administration for review and air quality conformity finding. Following review and approval by the appropriate agencies, the TIP is included in the INSTIP document. The listing of Indiana Department of Transportation projects was developed based upon the Annual Program Development Process for INDOT Highway Projects. Local roadway and transit projects are submitted from local public agencies and selected by NIRCC inclusion in the TIP.

## RESOLUTION

A RESOLUTION OF THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL, CERTIFYING THAT THE FY 2020-2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE FORT WAYNE-NEW HAVEN-ALLEN COUNTY METROPOLITAN PLANNING AREA, ALLEN COUNTY, INDIANA CONFORMS TO THE REQUIREMENTS SET FORTH IN THE 1990 CLEAN AIR ACT (CAAA)

WHEREAS, The Northeastern Indiana Regional Coordinating Council is the Metropolitan Planning Area representing the Fort Wayne Urbanized areas, as well as Allen, DeKalb and Wells Counties in Indiana.

WHEREAS, Allen County is designated as attainment for the 2008 ozone standard, but remains in maintenance for the 1997 ozone standard by operation of the law under the 1990 Clean Air Act,

WHEREAS, The Northeastern Indiana Regional Coordinating Council is designated as the Lead Agency for air quality planning as it relates to transportation planning and mobile source emissions,

THEREFORE BE IT RESOLVED, that the Northeastern Indiana Regional Coordinating Council herewithin certifies that the FY2020-2024 Transportation Improvement Program conforms to the broad intentions of achieving and maintaining the National Ambient Air Quality Standards (NAAQS).

That the FY2020-2024 Transportation Improvement Program (TIP) is consistent with the 2040 Transportation Plan conformity determination, which is based upon the most recently available estimates of emissions and which have been determined from the most recently available population, employment, travel and congestion estimates as determined by NIRCC using its Travel Demand Forecasting Model and VMT estimation procedures.

That a list of exempt and non-exempt projects in the 2040 Transportation Plan has been circulated to the Interagency Consultation Group and there is concurrence on the project exempt/non-exempt status.

That a review of the 2040 Transportation Plan has been completed and the projects listed in the FY 2020-2024 TIP are consistent with the approved NIRCC 2040 Transportation Plan.

That no project in the FY2020-2024 Transportation Improvement Program will cause delay in the implementation of any required and identified TCM.

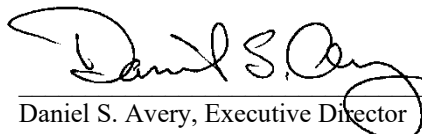
That the FY2020-2024 Transportation Improvement Program as Amended for the Fort Wayne-New Haven-Allen County Transportation Management Area contributes to the annual emission reductions consistent with sections 182(b) (1) and 187 (1) and 187 (a) (7) of the 1990 Clean Air Act.

That the MPO is aware of no goal, directive, recommendation, or project identified in the Transportation Improvement Program which contradicts in a negative manner any specific requirements or commitments of the applicable state implementation plan (SIP) for the plan.

THEREFORE BE IT RESOLVED, that the Northeastern Indiana Regional Coordinating Council Urban Transportation Advisory Board on April 2, 2019 finds the FY 2020-2024 Transportation Improvement Program to conform in all aspects to the requirements of the 1990 Clean Air Act Amendment and 40 CFR Parts 51 and 93.

RESOLVED THIS 2ND DAY OF APRIL, 2019.

THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

  
Daniel S. Avery, Executive Director

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## **LIST OF INITIALS AND ACRONYMS USED**

3C - Continuing, Comprehensive, and Cooperative Planning Process  
AC - Allen County  
ADT - Average Daily Travel  
AADT - Annual Average Daily Travel  
CBD - Central Business District  
CITILINK - Fort Wayne Public Transportation Corporation  
CN - Construction Phase  
FHWA - Federal Highway Administration  
FTA-Federal Transit Administration  
FW - Fort Wayne  
FY - Fiscal Year  
GR - Grabill  
HT - Hometown  
INDOT - Indiana Department of Transportation  
ITS - Intelligent Transportation System  
LC – Leo-Cedarville  
LPA - Local Public Agency  
LRP - Long Range Transportation Plan  
LR&S - Local Road and Street Fund  
MPO - Metropolitan Planning Organization  
MPA – Metropolitan Planning Area  
MVH - Motor Vehicle Highway Funds  
NAAQS - National Ambient Air Quality Standard  
NIRCC – Northeastern Indiana Regional Coordinating Council  
NH - New Haven  
NHS - National Highway System  
NIRCC - Northeastern Indiana Regional Coordinating Council  
PE - Preliminary Engineering Phase  
PM – Performance Measures  
RW - Right-of-way Phase  
TAC - Transportation Advisory Committee  
TCM - Transportation Control Measure  
TIP - Transportation Improvement Program  
TPC - Transit Planning Committee  
TTC - Transportation Technical Committee  
UTAB - Urban Transportation Advisory Board  
WB - Woodburn

## **FUNDING CLASSIFICATIONS:**

CMAQ - Congestion Mitigation and Air Quality  
FTA Section 5307, 5310, 5339 and 5340  
HSIP - Highway Safety Improvement Program  
LR&S - Local Road and Street  
MVH - Motor Vehicle Highway  
NHP – National Highway Performance Program  
Railway-Highway Crossing Program Section 130  
RTP - Recreation Trails Program  
STBG - Surface Transportation Block Group Program  
TA – Transportation Alternatives Program



# **I. INTRODUCTION**



## I. INTRODUCTION

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), have required a Transportation Improvement Program (TIP) since 1977 from urbanized areas exceeding 50,000 population. The Transportation Improvement Program is required to obtain federal assistance for transportation projects within the Metropolitan Planning Area.

The regulations define the TIP as a staged multi-year transportation capital improvement program. While the Federal Highway and Federal Transit Administrations only recognize a four-year program of projects, the Indiana Department of Transportation and Indiana Metropolitan Planning Organizations agree to prepare a five-year program of projects. Therefore, the functional groups assisting the Northeastern Indiana Regional Coordinating Council (NIRCC) in transportation planning activities have developed a five-year program to serve the transportation needs of the Fort Wayne - New Haven - Allen County Metropolitan Planning Area.

The TIP includes projects recommended from the Management Systems and the long-range elements of the Transportation Study for Local Public Agencies (LPAs), Indiana Department of Transportation's Highway Improvement Program, and projects of the Fort Wayne Public Transportation Corporation (Citilink). The TIP is updated bi-annually (every two years) by NIRCC, which is the Metropolitan Planning Organization (MPO), as approved by its affiliated functional groups and involved implementation agencies.

The management systems, as implemented by the Indiana Department of Transportation, Local Governments, and the Northeastern Indiana Regional Coordinating Council, have replaced the short-range Transportation System Management (TSM) program as a source of improvement projects. The management systems document transportation deficiencies and solutions on the transportation system. Projects from the management systems include safety, traffic operation, congestion mitigation, and transit improvements. The local emphasis of the Congestion Management System is to promote efficient use of existing capacity and access management tools. The Metropolitan Transportation Plan encompasses the management systems, and together as a comprehensive Transportation Plan, provides the planning support for projects selected for inclusion in the TIP.

The emphasis of the Safety Management System is to identify locations on the transportation network that show deficiencies and hazardous locations. Data is collected and reviewed annually to help identify safety issues. Projects and strategies are developed to address these safety issues in an attempt to lower crash rates within the metropolitan area. NIRCC works in conjunction with the Indiana Department of Transportation and the Indiana Strategic Highway Safety Plan. NIRCC has also initiated contact with the local office of Homeland Security. NIRCC will work with local representatives to establish evacuation routes and identify critical transportation infrastructures. NIRCC will provide transportation data as requested to support Homeland Security efforts. NIRCC has assisted Citilink in the acquisition of equipment to improve safety and security of transit operations.

The TIP serves the local officials of the Fort Wayne urbanized area as a program for transportation improvements that may be undertaken during the five-year period. The TIP (Fiscal Years 2020, 2021, 2022, 2023 and 2024) represent committed projects by local governments and INDOT. Road and Transit Projects listed in the fifth year (2024) are considered as illustrative projects by the Federal Highway and Federal Transit Administrations and are provided for informational purposes.



## **II. ORGANIZATION AND STUDY AREA**



## II. ORGANIZATION AND STUDY AREA



The Fort Wayne-New Haven-Allen County Transportation Study is being conducted as a part of the continuing, comprehensive and cooperative (3C) transportation planning process as directed by the 1962 Federal Aid Highway Act. The study is a cooperative effort by the Northeastern Indiana Regional Coordinating Council, Indiana Department of Transportation, Federal Highway Administration and Federal Transit Administration.

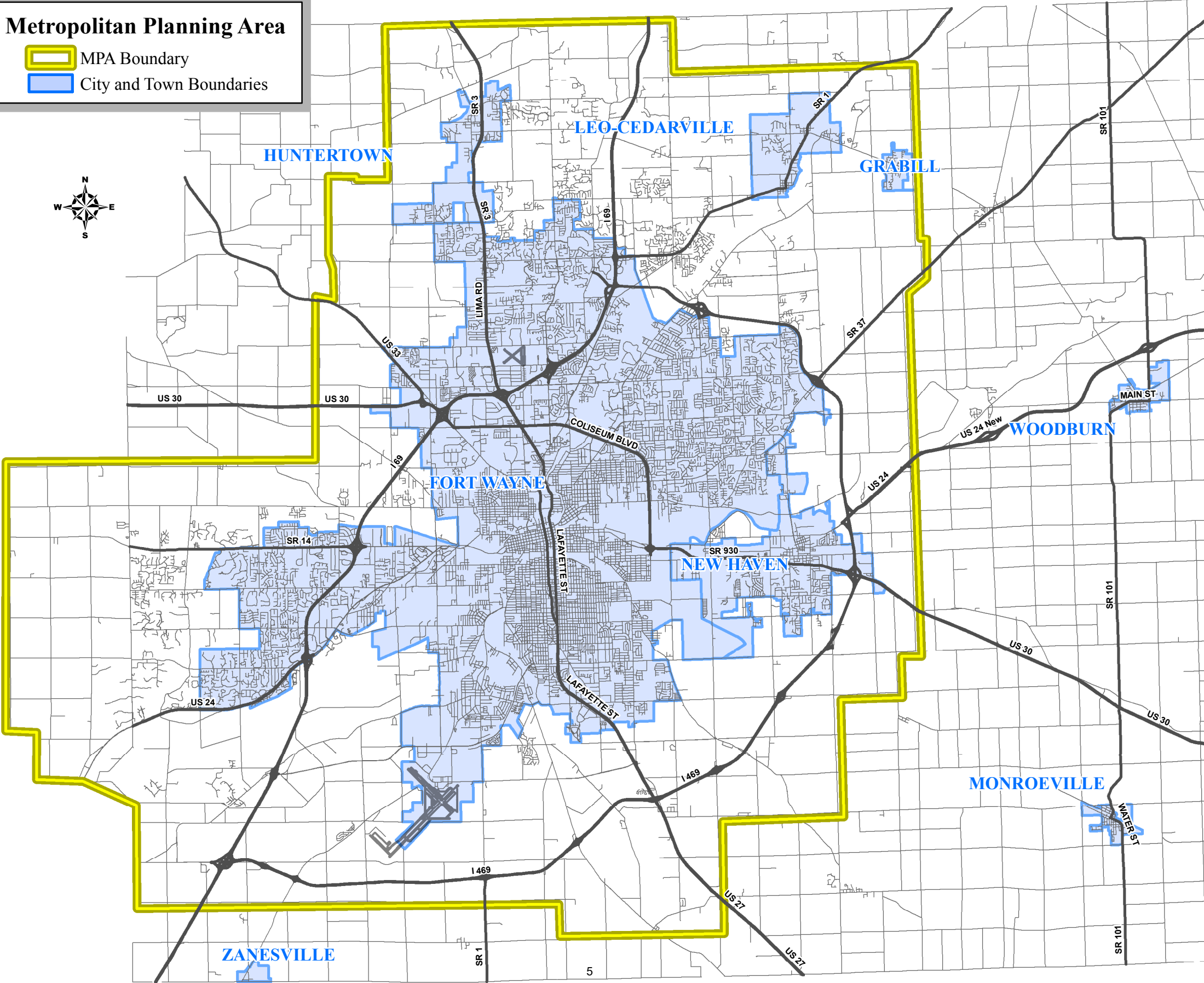
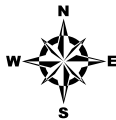
The Northeastern Indiana Regional Coordinating Council (NIRCC) was formed in 1974, as a regional planning agency in the State of Indiana. The jurisdictional area of NIRCC includes Adams, Allen, DeKalb and Wells Counties in Indiana. NIRCC functions not only as the regional development agency, but also as the Intergovernmental Review Agency for this multi-county area.

The Metropolitan Planning Area (MPA) for the Fort Wayne - New Haven - Allen County Area Transportation Study is a portion of the NIRCC regional planning jurisdiction which encompasses an area of approximately 380 square miles within Allen County, 21.5 square miles in Whitley County, and 3 square miles in Huntington County. This area includes the City of Fort Wayne and City of New Haven, and the Towns of Grabill, Huntertown, and Leo-Cedarville. (See Figure 1)

The Northeastern Indiana Regional Coordinating Council has created several functional groups to assist and advise it on transportation planning. Membership in these groups includes

**Metropolitan Planning Area**

-  MPA Boundary
-  City and Town Boundaries



persons from Allen County, the City of Fort Wayne, the City of New Haven, the Fort Wayne Allen County Airport Authority, Fort Wayne Public Transportation Corporation, Federal Highway Administration and Indiana Department of Transportation. Each group and its responsibilities are described below.

### **NIRCC Members**

Mayor Norm Yoder, Chair - City of Auburn  
Chris Cloud - Allen County Commissioner Representative  
Councilman Kenneth Fries - Allen County Council  
Mayor Ted Ellis - City of Bluffton  
Bill Hartman - Allen County Commissioner Representative  
Mayor Tom Henry, represented by Paul Spoelhof - City of Fort Wayne  
Mayor Terry McDonald - Allen County Commissioner Representative  
Commissioner Donald Grogg - DeKalb County  
Councilman Rick Ring - DeKalb County Council  
Gene Donaghy - Governor Appointee  
Commissioner Blake Gerber - Wells County  
Councilman Todd Mahnensmith – Wells County Council  
Larry Macklin – Adams County Commissioner Representative  
Councilman Dennis Bluhm – Adams County Council  
Mayor Kenneth Meyer – City of Decatur

#### **1. The Urban Transportation Advisory Board (UTAB):**

UTAB was established by NIRCC to assist in matters related to transportation planning within the urbanized area. Currently, a major function of UTAB is to advise NIRCC on matters of policy concerning the continuing phase of the Fort Wayne - New Haven - Allen County Transportation Study.

The membership of UTAB is composed of individuals from local government who are in positions of responsibility and able to make policy decisions. Duties and responsibilities of the Board include the following:

1. The Board acts in an advisory capacity to NIRCC for the planning of highways, roads and public transportation with the Metropolitan Planning Area.
2. The Board acts as the policy board for policy decisions required under Title 23, Section 134 of the U.S. Code.

3. The Board, with technical support from the NIRCC staff, performs functions listed under Title 23, Section 134 of the U.S. Code as specified in the Unified Planning Work Program.
4. Using the Transportation Technical Committee, Transit Planning Committee, and the NIRCC staff, UTAB is responsible for carrying out the continuous transportation planning phase. The responsibility includes the coordination of programs of the separate units of local government, and also includes the supplying of necessary information regarding land use, population, etc., needed to successfully complete the transportation work elements of the Unified Planning Work Program.
5. Working with the NIRCC staff, the UTAB is responsible for developing the transportation work elements of the Unified Planning Work Program.
6. UTAB reviews and appoints members to the Transportation Technical Committee and Transit Planning Committee.
7. UTAB has the authority and responsibility to approve the use of Surface Transportation Program (STP) Funds and determine the implementation priority for transportation improvement projects within the Metropolitan Planning Area.

#### **UTAB Members**

The membership of UTAB is composed of the following voting representatives:

- a. Four representatives from the City of Fort Wayne
  - Shan Gunawardena, Chair - Fort Wayne Board of Works
  - Paul Spoelhof - Fort Wayne Mayor's Appointee
  - Patrick Zaharako - Fort Wayne Traffic Engineer
  - Judy Wire - Fort Wayne Plan Commission
- b. Four representatives from Allen County
  - Commissioner Therese Brown - Allen County Commissioner
  - Councilman Ken Fries - Allen County Council
  - Bill Hartman, Vice Chair - Allen County Highway Director
  - Renee Fishering - Allen County Plan Commission
- c. One representative from the City of New Haven
  - Mayor Terry McDonald - Mayor of New Haven
- d. One representative from the Fort Wayne Public Transportation Corporation
  - Maurice Pearl - General Manager - Citilink
- e. One representative from the Fort Wayne-Allen County Airport Authority
  - Scott Hinderman - Director of Operations and Facilities
- f. One representative from the Indiana Department of Transportation, Ft Wayne Dist.
  - Jason Kaiser – Technical Services Director

Non-Voting members include:

- a. Federal Highway Administration
  - Joyce Newland - Federal Highway Administration
- b. Indiana Department of Transportation, Manager; Program Development
  - Jay Mitchell - Indiana Department of Transportation

## 2. The Transportation Technical Committee (TTC) and Transit Planning Committee (TPC):

Associated with the UTAB are the Transportation Technical Committee and Transit Planning Committee that serve as working advisory committees. Working with the staff, these committees are the agents through which transportation planning information from local governments is channeled to the planning staff. The Transportation Technical Committee oversees the day-to-day coordination activities between local governments with primary regard to highways and roads. The Transit Planning Committee oversees the day-to-day coordination activities between local governments with primary regard to public transportation. Both committees work with other modes of transportation in relation to their respective areas. Similarly, there are occasions when these two committees work jointly on projects of mutual interest.

The membership of these committees is composed of local government staff members authorized to provide planning information, offer comment, and report on transportation related activities within their agency's jurisdiction. State and federal officials participate on these committees and may hold voting or non-voting memberships. Duties and responsibilities of the Transportation Technical Committee and Transit Planning Committee include the following:

1. The Committees are responsible for obtaining specific planning information and data from local governments and for working with staff to integrate this information into the planning process as specified in the transportation elements of the Unified Planning Work Program. This activity may include information related to land use, terminal facilities, traffic control features, zoning ordinances, subdivision regulations, building codes, financial resources and others as necessary.
2. The Committees through their subcommittees deal with and provide recommendations regarding the Site-Plan and Driveway applications, feasibility studies, Section 5310 grant applications, transit studies, etc.
3. The Committees through their meetings and subcommittees coordinate work activities regarding program implementation within the Metropolitan Planning Area.

4. With regard to the continuing phase of transportation planning, the Committees assist staff in developing the work elements of the various program components.

### **TTC Members**

The membership of TTC is composed of the following voting representatives:

Patrick Zaharako - Fort Wayne Representative  
Kyle Winling - Fort Wayne Representative  
Brian Sechler - Allen County Representative  
Jessica Chrisman - Allen County Representative  
Dana Plattner - Indiana Department of Transportation Representative  
Michelle Wood - Allen County Plan Commission  
Paul Spoelhof – Fort Wayne Planning

The membership of TTC is composed of the following non-voting representatives:

Joyce Newland - Federal Highway Administration Representative  
Jay Mitchell - Indiana Department of Transportation Representative

### **Feasibility Subcommittee Members**

Fort Wayne Engineering – Kyle Winling (Chair)  
Fort Wayne Engineering – Patrick Zaharako  
Fort Wayne Community Development – Paul Spoelhof  
Allen County Highway Department – Brian Sechler  
Allen County Highway Department R/W – Jessica Chrisman  
Allen County Department of Planning Services – Michelle Wood  
New Haven Engineering – Keith Schlegel  
INDOT – Dana Plattner

### **Driveway Subcommittee Members**

Fort Wayne Engineering – Kyle Winling (Chair)  
Fort Wayne Engineering – Patrick Zaharako  
Fort Wayne Community Development – Paul Spoelhof  
Fort Wayne Right of Way – Nick Jarrell  
Allen County Highway Department – Brian Sechler  
Allen County Highway Department R/W – Jessica Chrisman  
Allen County Department of Planning Services – Michelle Wood  
New Haven Engineering – Keith Schlegel  
INDOT – Dana Plattner

### **TPC Members**

The membership of TPC is composed of the following voting representatives:

Becky Wiemerskirch, Chair - Community Transportation Network  
Sheila Roberson - Local 682 Amalgamated Transit Union  
Chris Beebe, Vice Chair – Allen County Plan Commission Representative  
Sherese Fortriede or Russ Garriott – Fort Wayne Representative (Planning and Policy)  
Howard Traxmor - Citilink Board Member  
Ross Bumgardner - Deluxe Taxi (Private Sector Transportation Provider)  
Pat O'Brien – Excursions Trailways (Private Sector Transportation Provider)  
Kathy Baer - Turnstone Center, Consumer / Consumer Advocacy Representative  
Donnieka Woods – AIHS, Non-Profit / Paratransit Provider

Joni Schmalzried – AWS Foundation, Consumer Advocacy Representative  
Kevin Whaley - New Haven Plan Commission Representative

The membership of TPC is composed of the following non-voting representative:  
Larry Buckel, Indiana Department of Transportation, Transit Office Manager  
Jason Casteel, Indiana Department of Transportation



### **III. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS**



## II. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS

The procedure undertaken to update the TIP is illustrated in Figure 2 and described below.

### 1. Participation in the Transportation Planning Process

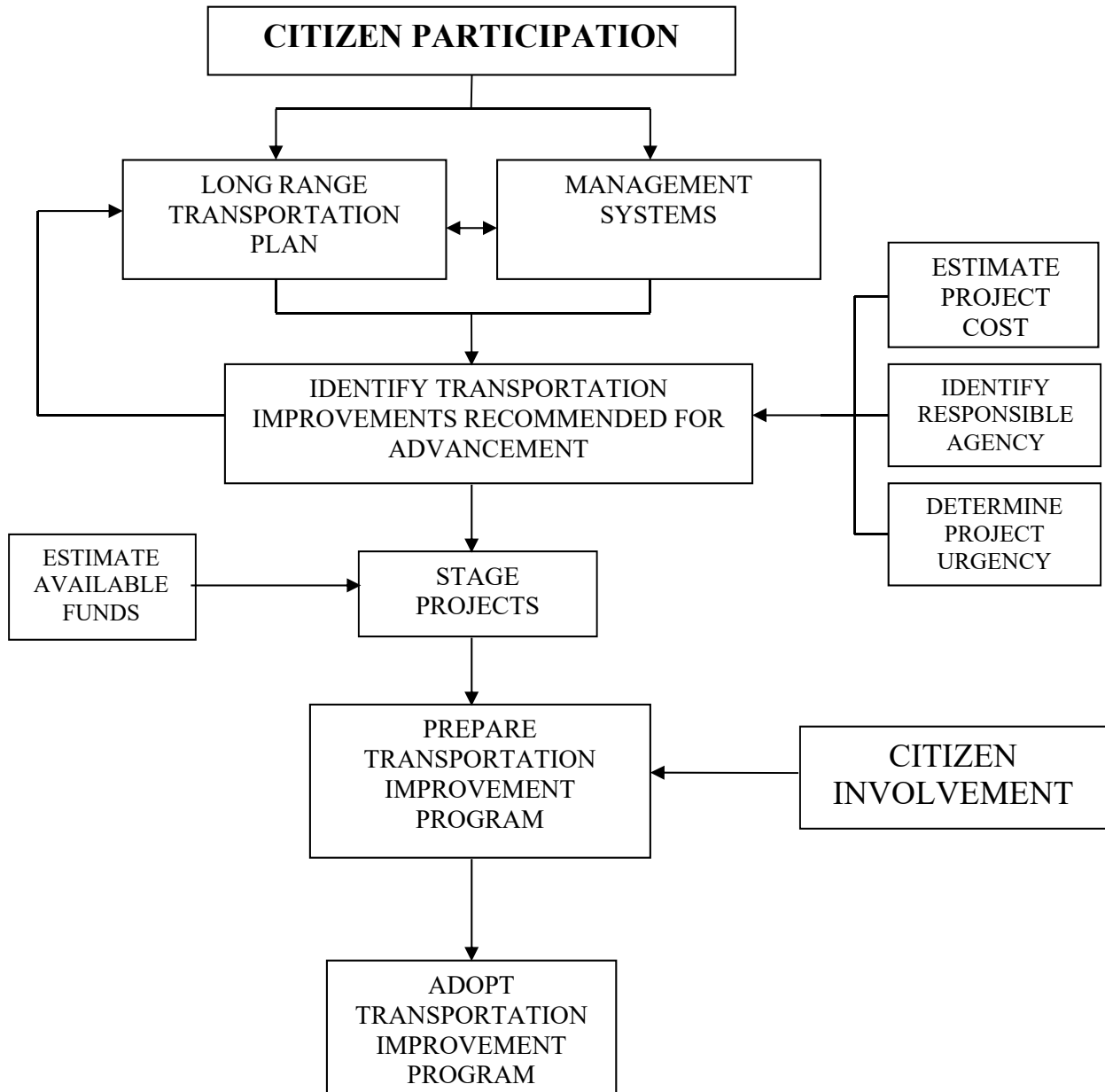
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating Council Office. These meetings are all open to the public.

The agendas for these meetings are also distributed to interested persons, groups, and organizations including those representing minority and low income populations. The meeting schedules and agendas are routinely sent to the news media a week to ten days prior to each meeting. Discussion of agenda items are often conducted with the media to help citizens understand specifically what the Board intends to review and take action upon. The results of board action are covered by the news media.

The Northeastern Indiana Regional Coordinating Council sponsors a Transportation Advisory Committee (TAC) to assist in the review of issues and capital grants regarding specialized transportation services to elderly and disabled persons. This committee includes private transportation providers, human service agencies, and the local transit company. This group

# TRANSPORTATION IMPROVEMENT PROGRAM CITIZEN INVOLVEMENT PROCESS

Figure 2



submits its recommendation to the board on programs to be included in the TIP prior to the Board taking action.

For over thirty years the Council has actively encouraged public participation. When preparing a long-range transportation plan, the Council routinely holds public forums at several stages of the plan development. The purpose of these sessions is to encourage citizen participation and input throughout the development of the transportation plan. The Year 2000, 2005, 2010, 2015, 2025, 2030, 2030-II, 2035 and 2040 Transportation Plans were all developed with a high level of public participation. Local land use management agencies and economic development agencies provide input to the Plan. The Transportation Plan is consistent with local comprehensive land use and economic development plans.

In addition, meetings are sponsored by the Council annually to gain public input to the long and short range transportation plans and programs including the Transportation Improvement Program. These meetings are informal, allowing citizens to ask questions, provide ideas, and discuss all aspects of local plans, programs, and funding for transit, highway, bicycle and pedestrian travel. Visualization techniques involving maps created by geographical information systems and “PowerPoint” presentations are provided at these meetings to help explain projects and plans. Many of these items are also made available online at our website, including the Draft Transportation Improvement Program. Citizen comments and suggestions are routinely reviewed by the Urban Transportation Advisory Board and related subcommittees. Responses to comments and questions are prepared and provided to the citizens. Council provides draft

documents of Programs resulting from public comment to the board for their adoption prior to becoming a part of a long-range plan or transportation system management program.

NIRCC consults with agencies and officials responsible for other planning activities within the Metropolitan Planning Area as part of the transportation planning process. The TIP is developed with consideration of other planning activities within, and outside the Metropolitan Planning Area. This consideration includes review and comparisons with planning documents developed by other agencies. The Public Transportation operator is directly involved in the development of the TIP.

In addition, development of the Transportation Plan includes opportunities to consult with Federal and State wildlife, land management, historic preservation and regulatory agencies to discuss and document potential environmental mitigation activities at a policy and/or strategic level. NIRCC consults with such agencies for the purpose of defining potential environmental mitigation strategies. The environmental strategies and issues are documented in the Transportation Plan.

The Council periodically prepares and distributes annual reports and transportation planning briefs to the public. These publications contain information regarding the transportation improvement program and related projects. Presentations to organizations and neighborhood associations are further used to supplement the regular citizen participation program. These sessions include discussion and visual presentations of transit and highway improvements, and

afford these groups the opportunity to comment on transportation plans and programs of the Council.

Once transportation projects have been identified and selected for inclusion in the Transportation Improvement Program, the public is notified of this information. Project lists including both transit and highway projects are provided to the news media for publication and posted online. A citizen involvement meeting is scheduled and meeting notices and agendas are provided to all interested parties including: neighborhood organizations; trucking industry groups; groups representing minority and low income populations such as the Fort Wayne Urban League and NAACP local chapter; private transportation providers; transit related groups; and other private sector organizations. The neighborhood associations receiving notices of these meetings include low income neighborhoods and neighborhoods high in minority populations. Anyone unable to attend a meeting is encouraged to mail, e-mail, fax, or phone their concerns to the NIRCC office. Comments received from the citizen involvement process are documented and responded to by staff and the planning committees. For further information refer to Appendix A - Documentation of Citizen Participation for the FY 20–FY 24 Transportation Improvement Program.

This process has been well received and the news media has provided a valuable service to the transportation planning process through its coverage of transportation planning issues. NIRCC reviews its Participation Plan to assure that the process provides full and open access to all persons. NIRCC has taken proactive actions to directly contact minority and low-income groups to be more responsive to their needs. NIRCC has worked with these groups to arrange meetings with their leadership and attend meetings of their general membership. NIRCC will continue to

evaluate its public, agency, and elected official involvement activities to encourage diverse participation in the transportation planning process.

NIRCC works with the Indiana Department of Transportation (INDOT) to coordinate the metropolitan and statewide public involvement processes. NIRCC's public involvement process encourages citizen to voice concern and comment on any type of transportation project in the metropolitan area regardless of local or state jurisdiction. NIRCC staff participates in INDOT's statewide public involvement process.

## 2. Transportation Plan

The transportation plan represents a twenty-year forecast of travel demands with specific strategies developed to meet the future demands. The strategies include projects and policies for both the bicycle/pedestrian, transit and highway systems. The strategies are prepared based upon realistic expectations coupled with efficient fiscal and environmental accountability. Currently the long-range transportation plan will be updated every five years. The current plan which is titled *2040 Transportation Plan* was adopted in May 2018.

The 2040 Transportation Plan strives to minimize future congestion and maximize the efficiency of the transportation system. This is accomplished by testing alternative highway, transit, and other trip-making improvements to analyze their expected benefits. This process involves minimizing negative social and environmental impacts to the community including reducing vehicle miles of travel, vehicle emissions, and energy consumption. The 2040 Transportation Plan and Management Systems are coordinated to maximize the goals and objectives of the Plan,

and provide continuity throughout the planning and implementation phases of projects and policies.

### 3. Management Systems

The Transportation System Management (TSM) program represented the short-range component of the transportation planning process and has been replaced by the transportation management systems. The TSM program encompassed safety issues and improvements, congestion management techniques, and system operation improvements. The TSM, like the transportation plan, was multi-modal in nature including transit, pedestrian, passenger vehicle, and other modes of travel. The Transportation System Management program was updated annually. The last document prepared was the FY 94 TSM.

Similar to the TSM, the Management Systems are also multi-modal in nature. The six management systems, (bridge, pavement, intermodal, public transportation, highway safety, and traffic congestion) have essentially replaced the Transportation System Management (TSM) program as a source of short-range improvement projects. The projects include safety, traffic operation, congestion mitigation, multi-modal, intermodal, and transit improvements. The Transportation Plan, including the management systems component, provides the planning support for projects selected for inclusion in the TIP.

### 4. Identify Transportation Improvement Projects Recommended for Advancement

The Transportation Improvement Program consists of improvements recommended from the management systems and the *2040 Transportation Plan*. Local governments, working with the

Northeastern Indiana Regional Coordinating Council, identify projects from these sources for implementation. The Urban Transportation Advisory Board selects projects, based upon requests from local governments, for inclusion in the Transportation Improvement Program.

Projects from the Transportation Plan are generally system modifications or congestion relief improvements and require extensive capital resources. Management System projects are less capital intensive providing congestion relief, safety enhancement, or a means for changing modal emphasis. Examples of Management System projects include bus fleet expansion, intersection improvements, ridesharing, transit marketing program, and/or pedestrian/bikeway construction.

**The identification of transportation improvement projects recommended for advancement is premised by the strategy of NIRCC and UTAB to ensure that all federal funds are utilized within the five year period on practical transportation improvements so that no federal funds lapse.** The selection process begins by reviewing the status and progress of projects in previous Transportation Improvement Programs. Projects ready for the next phase of implementation are identified.

A call for projects is issued to local jurisdictions in the Metropolitan Planning Area. Projects developed as part of the Transportation Plan, including the Congestion Management System are eligible for consideration. These projects are developed as part of the Transportation Plan to mitigate congestion, improve mobility, decrease emissions and address safety issues. Transportation planning and analysis including the long range plan, corridor analysis, intersection analysis, and subarea analysis provides the planning support for transportation

improvement projects. A consistent minimum threshold of level of service “D” utilized in the Metropolitan Planning Area for identifying congestion. This means that when an intersection or corridor falls below level of service “D” feasible strategies are developed to mitigate the congestion. A portion of these strategies result in projects identified in the Transportation Plan and/or Congestion Management Process.

Projects ready to progress from the current TIP along with projects from the Transportation Plan and CMS are recommended by staff to the Urban Transportation Advisory Board for review. The Urban Transportation Advisory Board selects projects from these sources for inclusion in the TIP.

During the development of this stage, information concerning the proposed projects is provided to the public for citizen participation and comment. This procedure creates the second tier in the citizen participation process where public input is solicited and reviewed (see Appendix A). A third tier occurs when the TIP is complete and the document is presented to the public.

**While the selection process attempts to be fair to the local jurisdictions competing for the federal funds, projects are selected based upon their overall benefit to the entire community. An emphasis is maintained on completing previously committed projects.**

**The projects are selected based upon the following criteria;**

- Project Implementation / Funding Status
- Safety Component
- Level of Service Impacts/System Wide Performance
- Travel Demands/Traffic Volumes (AADT)
- Economic Development/Private Sector Considerations
- Citizens Comments/Concerns

- Air Quality Benefits/Energy Conservation
- Coordination of Individual Projects
- Functional Classification
- Funding Availability/Other Funding Sources

When requests for project funding exceed available revenues, additional criteria will be used to select and prioritize projects. Eligible projects will be evaluated based on the Project Selection Process provided in Appendix B.

Each project will be evaluated based on the Project Selection Process and presented to the Transportation Technical Committee (TTC). TTC will review the evaluation process and recommend a prioritized list of projects to the Urbanized Transportation Advisory Board (UTAB). UTAB will review the prioritized project list and select projects for inclusion in the Transportation Improvement Program.

#### 5. Estimate Project Costs

NIRCC works with each implementation agency to estimate the cost of the projects under its responsibility by project phases. The cost estimates are prepared based upon available design and engineering information, current costs for construction and/or capital goods, and historical project costs within the Metropolitan Planning Area. The cost estimates are adjusted to reflect year of expenditure dollars. The inflation rates used to adjust current cost to year of expenditure ranges from 3% to 5% depending on the project and phase. The Transportation Improvement Program is updated on a bi-annual (every two years) basis. Project costs are evaluated and revised as necessary to reflect the most current estimates to year of expenditure.

6. Identify Responsible Agency

According to the nature and location of each project, the agency or agencies that would be responsible for a given project are identified. Generally, for projects within the city limits of Fort Wayne, the City of Fort Wayne has the primary responsibility. Similarly, the City of New Haven has the responsibility for those projects within its city limits. Outside the boundaries of these two cities, Allen County has the primary responsibility. The Indiana Department of Transportation is generally responsible for projects on the State Highway System. Often there are situations in which two or more agencies will work toward implementation of a project. Transit projects are the responsibility of the Fort Wayne Public Transportation Corporation (Citilink).

7. Determine Project Urgency

Projects in the 2040 Transportation Plan and Management System programs are developed on the basis of safety concerns and travel demands. The urgency of a project is determined by its anticipated benefits using indicators such as accident rate, level-of-service, and/or travel time. Staff evaluates projects to ensure safety and make certain that levels of service objectives are attainable through the selected design. The selection process insures that projects reflect the area's short term as well as long-range goals and objectives. As the management systems are phased in they will provide information on the projects' urgency. The TIP serves as the last vehicle for making adjustments to reflect planning, policy and engineering judgments from year to year.

Projects receiving the highest preference are projects on which work such as preliminary engineering and/or right-of-way acquisition has been previously authorized or completed. Many high priority projects have been "in the works" for several years but insufficient funding has prevented implementation.

#### 8. Estimate Available Funds

Based on the historical funding practices and the growth characteristics of the Metropolitan Planning Area, the amount of funds that are potentially available for road improvements and transit improvements for the duration of the TIP are estimated.

#### 9. Stage Projects

Based on the information derived in steps four through eight, the improvement projects identified in step four are scheduled. The Urban Transportation Advisory Board programs the identified projects for specific Fiscal Years based upon project urgency, project status (current development stage of project and anticipated preparedness for moving to the next stage of implementation i.e. preliminary engineering, right of way acquisition, or construction), and available funds.

The phasing of large projects into several smaller projects is considered as projects are programmed. It may prove beneficial to phase specific projects to maximize efficient use of available funds. The availability of funds may also necessitate the phasing of certain projects. The projects programmed for the first fiscal year become the number one priority; the second year become priority two; the third year priority three; and the fourth year are priority four.

#### 10. Prepare Transportation Improvement Program

A culmination of steps one through nine allows for the preparation of a list of proposed transportation improvement projects. These projects are scheduled for implementation during the time period of July 1, 2019 to June 30, 2024 for local and state projects and January 1, 2019 to December 31, 2023 for transit projects. The projects are staged by fiscal years. The list provides information about the location of the project, type of improvement, planning support, funding type, anticipated project phase, the estimated cost, funding sources, priority, and responsible agencies.

#### 11. Adopt Transportation Improvement Program

The Urban Transportation Advisory Board and Northeastern Indiana Regional Coordinating Council, upon completion of the previously mentioned steps, adopts the Transportation Improvement Program. Projects included in the Transportation Improvement Program are a subset of the projects approved in the 2040 Transportation Plan. It has been determined that the 2040 Transportation Plan conforms to the applicable air quality requirements. Therefore the projects included in the Transportation Improvement Program also meet requirements subject to the Air Quality Conformity Regulations.

#### 12. Citizen Involvement

The Transportation Improvement Program preparation and adoption process includes providing information to the public and encouraging citizen feedback on the proposed program. The interaction between these steps (preparation, adoption, and citizen involvement) forms a

continuous loop and serves as public notice of the proposed and adopted TIP. Significant amendments or changes to the TIP also circulate through this loop to ensure public awareness and opportunity for comment. The TIP is available on the Northeastern Indiana Regional Coordinating Council's website for all citizens to view. All amendments and modifications to projects programmed in the TIP are updated as they are approved on the website.

A detailed discussion of the Participation Plan regarding the development of Transportation Improvement Program is included in Appendix A. The Participation Plan was prepared in accordance with current planning regulations. The summary, analysis, and report of the disposition of any significant written or oral comments are included with this discussion.



**IV. PERFORMANCE MEASURES  
&  
2040 TRANSPORTATION PLAN**



## Performance Measures

The current transportation policy, Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015. The FAST Act, along with its predecessor, Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. States and Metropolitan Planning Organizations will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

National performance goals for Federal Highway programs:

- **Safety** – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System reliability** – To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plan and long range transportation plan are also used to inform the TAMP. The Planning Roles, Responsibilities, & Cooperative Operation Manual clarifies roles and responsibilities for transportation planning activities including the performance based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant( STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP).

This process evaluates projects based on investment strategies and project prioritizations as outlined in the *Indiana Transportation Asset Management Plan (TAMP - April 2018) and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for both passenger vehicles and highway freight, and safety. The resulting program of projects is*

*approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP.*

Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through HSIP are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets, and projects funded through the CMAQ program to meet emission reduction targets are selected by the Mobility Asset Management Team. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

The Federal Transit Administration has performance measures and published final regulations for Transit Asset Management. The Federal Highway Administration has performance measures and final regulations for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

### **Safety Performance**

The implementation of the safety performance measures and initial target setting is complete. NIRCC has collaborated with INDOT and other planning partners on the development of performance measure data and target setting. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The specific safety performance measures and targets are listed below. NIRCC has elected to support the State's Safety Performance Targets for 2019; therefore the targets listed represent statewide values.

#### **Safety Performance Measures:**

- Number of fatalities
- Rate of fatalities per 100 million miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries

#### Safety Performance Targets:

2019 Number of fatalities – **889.6**  
2019 Rate of fatalities per 100 million miles traveled – **1.087**  
2019 Number of serious injuries – **3,501.9**  
2019 Rate of serious injuries per 100 million miles traveled – **4.234**  
2019 Number of non-motorized fatalities and serious injuries – **393.6**

INDOT and NIRCC manage safety programs that identify specific safety improvement projects and programs for funding. It's important to recognize that every transportation improvement project provides a safety benefit.

#### Infrastructure Performance

The pavement and bridge condition performance measures are applicable to the Interstate and non-Interstate Highways that comprise the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four measures to assess pavement condition and two measures for assessing bridge condition. NIRCC has elected to support the State's Pavement and Bridge Condition Targets; therefore the targets listed below represent statewide values.

#### Pavement Condition Performance Measures:

Percentage of Interstate pavements in Good condition  
Percentage of Interstate pavements in Poor condition  
Percentage of non-Interstate NHS pavements in Good condition  
Percentage of non-Interstate NHS pavements in Poor condition

#### Pavement Condition Performance Targets:

2019 Percentage of Interstate pavements in Good condition – **84.24%**  
2019 Percentage of Interstate pavements in Poor condition – **0.80%**  
2019 Percentage of non-Interstate NHS pavements in Good condition – **78.71%**  
2019 Percentage of non-Interstate NHS pavements in Poor condition – **3.10%**  
2021 Percentage of Interstate pavements in Good condition – **84.24%**  
2021 Percentage of Interstate pavements in Poor condition – **0.80%**  
2021 Percentage of non-Interstate NHS pavements in Good condition – **78.71%**  
2021 Percentage of non-Interstate NHS pavements in Poor condition – **3.10%**

#### Bridge Condition Performance Measures:

Percentage of NHS bridges by deck area classified as in Good condition  
Percentage of NHS bridges by deck area classified as in Poor condition

#### Bridge Condition Performance Targets:

2019 Percentage of NHS bridges by deck area classified as in Good condition – **48.32%**  
2019 Percentage of NHS bridges by deck area classified as in Poor condition – **2.63%**  
2021 Percentage of NHS bridges by deck area classified as in Good condition – **48.32%**  
2021 Percentage of NHS bridges by deck area classified as in Poor condition – **2.63%**

NIRCC, INDOT and FHWA have collaboratively developed targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid Highway Program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS. Roadway sections and bridges on the NHS under the jurisdiction of local governments utilize Surface Transportation Block Group (STBG) funds to maintain proper infrastructure conditions.

#### System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement, and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and five measures for the CMAQ program. NIRCC has elected to support the State's NHS Travel Time Reliability, Interstate Freight Reliability and On-Road Mobile Source Emission Targets; therefore the targets listed below represent statewide values.

#### NHS Travel Time Reliability Target Performance Measures

Statewide NHS Travel Time Reliability Performance Measures:

Level of Travel Time Reliability on Interstate  
Level of Travel Time Reliability on non-Interstate NHS

Statewide Travel Time Reliability Targets:

2019 Percent of person miles reliable on Interstate – **90.5%**  
2021 Percent of person miles reliable on Interstate – **92.8%**  
2021 Percent of person miles reliable on non-Interstate NHS – **89.8%**

#### Interstate Freight Reliability Target Performance Measure

Statewide Interstate Freight Reliability Performance Measure:

Truck Travel Time Reliability on Interstate

Statewide Truck Travel Time Reliability Targets:

2019 Truck travel time reliability index – **1.27**  
2021 Truck travel time reliability index – **1.24**

## **On-Road Mobile Source Emission Target Performance Measures**

Statewide On-Road Mobile Source Emissions Performance Measures:

- CMAQ project reduction volatile organic compounds (VOC)
- CMAQ project reduction carbon monoxide (CO)
- CMAQ project reduction oxides of nitrogen (NO<sub>x</sub>)
- CMAQ project reduction particulate matter less than 10 microns (PM<sub>10</sub>)
- CMAQ project reduction particulate matter less than 2.5 microns (PM<sub>2.5</sub>)

Statewide On-Road Mobile Source Reduction Targets:

- 2019 Volatile organic compounds reduction of **1,600 kilograms per day**
- 2019 Carbon Monoxide reduction of **200 kilograms per day**
- 2019 Oxides of nitrogen reduction of **1,600 kilograms per day**
- 2019 Particulate matter less than 10 microns reduction of **0.30 kilograms per day**
- 2019 Particulate matter less than 2.5 microns reduction of **20 kilograms per day**
- 2021 Volatile organic compounds reduction of **2,600 kilograms per day**
- 2021 Carbon Monoxide reduction of **400 kilograms per day**
- 2021 Oxides of nitrogen reduction of **2,200 kilograms per day**
- 2021 Particulate matter less than 10 microns reduction of **0.50 kilograms per day**
- 2021 Particulate matter less than 2.5 microns reduction of **30 kilograms per day**

NIRCC, INDOT and FHWA have collaboratively developed targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid Highway Program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS.

## **Transit Performance Measures**

Under the final Transit Asset Management rule, transit providers must collect and report data for four performance measures, covering rolling stock, equipment, infrastructure, and facility condition. For these measures, transit providers are required to annually set targets for the fiscal year, develop a four-year Transit Asset Management Plan for managing capital assets, and use a decision support tool and analytical process to develop a prioritized list of investments. Each provider of public transportation is required to adopt targets for the performance of their transit assets. Subsequently, MPOs need to adopt transit asset targets for their metropolitan planning area.

Citilink, as a recipient of public transit funds, is required to establish performance targets for safety and

state of good repair; develop a transit asset management and transit safety plans; and report on their progress toward achieving targets. Citilink is directed to share information with their MPO and states so that all plans and performance reports are coordinated. Citilink and NIRCC have collaborated on the development of a transit asset management plan (TAMP) and will continue working on this cooperative effort. Baseline performance measures and targets associated with the TAMP were developed for 2017 and are provided in the System Management Report section. The 2019 targets have been set and the cycle for target setting and reporting has begun. Guidance for transit safety performance measures and safety plans has not been published. When guidance is final, Citilink and NIRCC will collaborate on the safety performance process.

## **Reporting**

The program of projects included in NIRCC's TIP is developed through a selection evaluation process. The TIP includes a set of projects that promotes the four performance measures (safety, infrastructure, system, and transit). The investment strategy in the Metropolitan Planning Area (MPA) is that locally derived roadway revenue is used for pavement and bridge management type projects. Federal funds are primarily used for expansion, intersection improvement, safety improvement and major pavement reconstruction projects. INDOT's program of projects primarily includes maintenance and preservation type of projects, but also contains intersection and interchange improvements. NIRCC's and INDOT's Transportation Plans describe the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the federally required performance targets, and report on progress made. NIRCC's TIP and INDOT's Statewide Transportation Improvement Programs (STIPs) link investment priorities to the targets in their respective Transportation Plans and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets. A comprehensive list of the projects in the TIP has been developed to assess specific performance measures each project addresses. This list has been completed and is available in Appendix E as the Performance Measures Assessment Report (PMAR). The PMAR will provide data demonstrating how each performance measure relates to projects.

NIRCC must report baseline roadway transportation system condition and performance data and

progress toward the achievement of targets to INDOT if regional targets are set. The Federal Highway Administration and Federal Transit Administration will determine whether INDOT and Citilink met or have made significant progress towards meeting targets for their respective systems. Progress would be considered significant if an actual outcome is either equal to or better than the established target, or better than the baseline condition. Federal Highway Administration and Federal Transit Administration will not directly assess MPO progress towards meeting targets for required performance measures. Instead, these agencies will review NIRCC's performance as part of ongoing transportation planning process reviews, including Transportation Management Area certification reviews.

The initial transportation performance target setting for all performance measures has been completed. NIRCC has elected to support the INDOT Statewide Targets and has collaborated with Citilink on the development and setting of Transit Asset Management Targets. The Performance Targets along with additional information is listed in the tables below. The targets that were endorsed by NIRCC are displayed in red. With the exception of the Safety Performance Measure, at this time only targets have been set for the other performance measures. The initial performance targets for safety were set for calendar year 2018. While this time period has terminated, the 2018 crash data is being compiled and the rates calculated. These statewide values are anticipated to be available by mid-year. The respective target time periods are in progress, and a determination of target achievement is not possible. Future updates to the Transportation Plan will provide information on attaining performance targets and additional target setting activities.

Table 1: NIRCC - Statewide Crash Performance Targets								
	2012	2013	2014	2015	2016	2017	Target 2018	Target 2019
Number of Fatalities	781.0	784.0	745.0	821.0	822.0	841.0	846.0	889.6
Number of Fatalities - 5 year rolling average	759.8	752.6	763.0	776.4	790.6	802.5	814.9	843.9
Fatality Rate per 100 million VMT	0.990	1.001	0.941	1.042	1.061	1.071	1.065	1.087
Fatality Rate per 100 million VMT - 5 year rolling average	1.005	0.974	0.982	0.991	1.007	1.023	1.036	1.065
Number of Serious Injuries	3816.0	3441.0	3338.0	3434.0	3505.0	3544.0	3577.0	3501.9
Number of Serious Injuries 5 year rolling average	3449.2	3459.2	3491.1	3486.9	3506.9	3452.5	3479.8	3512.4
Serious Injury Rate per 100 million VMT	4.835	4.394	4.215	4.357	4.394	4.390	4.379	4.234
Serious Injury Rate per 100 million VMT - 5 year rolling average	4.555	4.478	4.491	4.451	4.439	4.350	4.347	4.351
Number of Non-Motorized Fatalities and Serious Injuries	400.0	382.0	362.0	368.0	364.0	494.0	497.0	393.6
Number of Non-Motorized Fatalities and Serious Injuries - 5 year rolling average	385.0	388.0	392.8	383.6	375.2	394.0	417.0	423.3

Table 2: NIRCC - Statewide Pavement Condition Performance Targets		
	Target 2019	Target 2021
Percentage of Interstate pavements in Good condition	84.24%	84.24%
Percentage of Interstate pavements in Poor condition	0.80%	0.80%
Percentage of non-Interstate NHS pavements in Good Condition	78.71%	78.71%
Percentage of non-Interstate NHS pavements in Poor Condition	3.10%	3.10%

Table 3: NIRCC - Statewide Bridge Condition Performance Targets		
	Target 2019	Target 2021
Percentage of NHS bridges by deck areas classified as in Good condition	48.32%	48.32%
Percentage of NHS bridges by deck area classified as Poor Condition	2.63%	2.63%

Table 4: NIRCC - Statewide NHS Travel Time Reliability Performance Targets		
	Target 2019	Target 2021
Percent of person miles reliable on Interstate	90.50%	92.80%
Percent of person miles reliable on non-Interstate NHS		89.80%

Table 5: NIRCC - Statewide Interstate Freight Reliability Performance Targets		
	Target 2019	Target 2021
Truck travel time reliability index	1.27%	1.24%

Table 6: NIRCC - Statewide On-Road Source Emission Performance Targets		
	Target 2019	Target 2021
Volatile organic compounds reduction of:	1600 kg/day	2600 kg/day
Carbon Monoxide reduction of:	200 kg/day	400 kg/day
Oxides of nitrogen reduction of:	1600 kg/day	2200 kg/day
Particulate matter less than 10 microns reduction of:	0.30 kg/day	0.50 kg/day
Particulate matter less than 2.5 microns reduction of:	20 kg/day	30 kg/day

The Transit Asset Management Plan for Citilink assessed the Useful Life Benchmarks (ULB) for the transit rolling stock and evaluated facilities utilizing the Transit Economic Requirements Model (TERM). TERM is a capital needs analysis tool developed by the Federal Transit Administration. It was developed to provide a consistent process to assess the current physical condition and future investment needs of a transit operator's assets. TERM provides methodology for determining the State of Good Repair for rolling stock and transit facilities, assess the backlog of investment and provide a 20-year projection of reinvestment need, and evaluate the impact of variations in funding.

The process was applied to Citilink's rolling stock and facilities to establish a 2016 baseline and performance targets have been set since 2017. Tables 7 and 8 display the 2019 targets for rolling stock and facilities. The rolling stock includes: large buses; medium and light duty buses; specialized vans used primarily by social service agencies for transporting elderly and/or disabled individuals; and non-revenue service vehicles. The amenities included in the facilities category are: administrative building; maintenance garage; storage barn; and passenger transfer station. A category for passenger bus shelters is provided independent of the other facilities.

Table 7: Citilink and NIRCC – Transit Rolling Stock Performance Targets				
Rolling Stock	2018 Percent that Meet or Exceed ULB	2019 <b>Target</b> Percent that Meet or Exceed ULB	2018 Percent in State of Good Repair	2019 <b>Target</b> Percent in State of Good Repair
Large Buses	17%	<b>17%</b>	100%	<b>90%</b>
Medium and Light Duty Buses	60%	<b>60%</b>	100%	<b>90%</b>
Specialized Vans	0%	<b>0%</b>	100%	<b>90%</b>
Non-Revenue Service Vehicles	75%	<b>75%</b>	88%	<b>80%</b>

Table 8: Citilink and NIRCC – Facilities Performance Targets				
Facilities	2018 Percent Below Acceptable TERM Rating	2019 <b>Target</b> Below Acceptable TERM Rating	2018 Percent in State of Good Repair	2019 <b>Target</b> Percent in State of Good Repair
Facilities	0%	<b>0%</b>	100%	<b>90%</b>
Passenger Shelters	0%	<b>0%</b>	100%	<b>80%</b>

## **2040 Transportation Plan Projects - Allen County**

The list below includes the air quality “Non-Exempt” and “Exempt” highway and transit projects. The 2040 Transportation Plan Project Identification Number, as listed in the 2020-2024 TIP, has been provided following the description for each project (XX-XXX). XX- indicates the initial plan the project was listed in, -XXX indicates the project number as listed below.

### **Highway Improvements**

#### **Air Quality Non-Exempt Projects**

##### **New Construction**

##### **New Two-Lane Construction**

Connector Street from Wells Street to Spy Run Avenue (30-001)  
Paul Shaffer Drive from Clinton Street to California Road (30(II)-002)

##### **Widening Projects**

##### **Widen To Four Lanes**

Adams Center Road from State Road 930 to Moeller Road (25-003)  
Ardmore Avenue from Covington Road to Engle Road (30-004)  
Ardmore Avenue from Engle Road to Lower Huntington Road (30-005)  
Clinton Street from Auburn Road to Wallen Road (25-006)  
Clinton Street from Wallen Road to Dupont Road/State Road 1 (25-007)  
Diebold Road from Clinton Street to Dupont Road/State Road 1 (35-008)  
Hillegas Road from s/o Bass Road to Washington Center Road (25-009)  
Maplecrest Road from State Boulevard to Stellhorn Road (35-010)  
State Boulevard from Clinton Street to Cass Street (10-011)  
Stellhorn Road from Maplecrest Road to Maysville Road (35-012)  
Tonkel Road from Dupont Road/State Road 1 to Hursh Road (10-013)  
Washington Center Road from Lima Road/State Road 3 to US 33 (25-014)

#### **Interchange - New Construction**

Interstate 69 at Hursh Road (25-015)

#### **Air Quality Exempt Projects**

##### **Congestion Management Strategy Implementation**

##### **Center Turn Lane Improvement**

Auburn Road from Cook Road to Interstate 469 Exit Ramp (3-lane) (15-016)  
Coldwater Road from Mill Lake Road to Gump Road (3-lane) (25-017)  
Engle Road from Bluffton Road to Smith Road (3-lane) (30-018)  
Gump Road from Coldwater Road to Auburn Road (3-lane) (25-019)  
Saint Joe Center Road from Clinton Street to River Run Trail (5-lane) (10-020)  
Saint Joe Center Road from Reed Road to Maplecrest Road (3-lane) (35-021)  
Saint Joe Center Road from Maplecrest Road to Meijer Drive (3-lane) (35-022)

## **Turn Lane Extension**

Jefferson Boulevard from Lutheran Hospital Entrance to Interstate 69 Ramps (25-023)

## **Road Reconstruction – Road Diet**

Anthony Boulevard from Tillman Road to Rudisill Boulevard (35-024)  
Anthony Boulevard from Rudisill Boulevard to Pontiac Street (35-025)  
Anthony Boulevard from Pontiac Street to Wayne Trace (35-026)  
Anthony Boulevard from Wayne Trace to Crescent Avenue (35-027)  
Broadway Street from Bell Avenue to North River Road (40-028)  
Calhoun Street from Paulding Road to Tillman Road (40-029)  
Clay Street from Main Street to Lewis Street (40-030)  
Coliseum Boulevard/Pontiac Street from New Haven Avenue to Wayne Trace (35-031)  
Columbia Street from Saint Joe Boulevard to Lake Avenue (40-032)  
Harrison Street from Superior Street to Second Street (40-033)  
Lake Avenue from Saint Joe Boulevard to Delta Boulevard (40-034)  
Paulding Road from US 27/Lafayette Street to Anthony Boulevard (35-035)  
Paulding Road from Anthony Boulevard to Hessen Cassel Road (35-036)  
Superior Street from Calhoun Street to Wells Street (40-037)  
Tillman Road from Anthony Boulevard to Hessen Cassel Road (40-038)  
Washington Boulevard from Lafayette Street to Van Buren Street (40-039)

## **Intersection Reconstruction**

Broadway and Taylor Street (35-040)  
Clinton Street and Wallen Road (35-041)  
Clinton Street and Washington Center/St. Joe Center Road (25-042)  
Coldwater Road and Union Chapel Road (40-043)  
Coldwater Road and Ludwig Road, and Interstate 69 Interchange Modification (35-044)  
Corbin Road and Union Chapel Road (35-045)  
Coverdale Road, Winters Road and Indianapolis Road (25-046)  
Flaugh Road and Leesburg Road (30(II)-047)  
Goshen Road, Lillian Avenue and Sherman Boulevard (35-048)  
Homestead Road and Lower Huntington Road (40-049)  
Leesburg Road and Main Street (35-050)  
Ludwig Road and Huguenard Road (40-051)  
Rothman Road and St Joe Road (35-052)  
Ryan Road and Dawkins Road (25-053)  
SR 930 and Coldwater Road (40-054)  
SR 930 and Goshen Road (40-055)  
SR 930 and US 27/Lima Road (40-056)  
Wayne Trace and Monroeville Road (40-057)

## **Reconstruction and Realignment**

Adams Center Road from Moeller Road to Paulding Road (35-058)  
Adams Center Road from Paulding Road to Interstate 469 (35-059)

## **Reconstruction and Realignment - continued**

Allen County/Whitley County Line Road from US 24 to SR 14 (30-060)  
Amstutz Road from Hosler Road to State Road 1/Leo Road (30(II)-061)  
Ardmore Avenue from Airport Expressway to Ferguson Road (40-062)  
Bass Road from Clifty Parkway to Thomas Road (35-063)  
Bass Road from Thomas Road to Hillegas Road (35-064)  
Bass Road from Hadley Road to Scott Road (35-065)  
Carroll Road from State Road 3 to Springs Drive (40-066)  
Carroll Road from e/o Bethel Road to Millstone Drive (40-067)  
Coldwater Road from Gump Road to Allen County Line (40-068)  
Cook Road from US 33 to O'Day Road (30(II)-069)  
Crescent Avenue from Sirlin Drive to State Road 930/Coliseum Boulevard (40-070)  
Dunton Road from Hathaway Road to Gump Road (40-071)  
Goshen Avenue from Sherman Boulevard to Coliseum Boulevard/State Road 930 (35-072)  
Hathaway Road from Corbin Road to State Road 3 (40-073)  
Hathaway Road from State Road 3 to Hand Road (40-074)  
Huguenard Road from Washington Center Road to Cook Road (40-075)  
Lake Avenue from Reed Road to Maysville Road (35-076)  
Leesburg Road from Main Street to Jefferson Boulevard (35-077)  
Maplecrest Road from State Boulevard to Stellhorn Road (40-078)  
Moeller Road from Hartzell Road to Adams Center (30-079)  
Ryan Road from Dawkins Road to US 24 (35-080)  
State Boulevard from Maysville Road to Georgetown North Boulevard (40-081)  
Saint Joe Road from Evard Road to Mayhew Road (40-082)  
Saint Joe Road from Maplecrest Road to Eby Road (40-083)  
Till Road from Lima Road to Dawson Creek Boulevard (30-084)  
Wallen Road from Hanauer Road to Auburn Road (30-085)  
Wells Street from State Boulevard to Fernhill Avenue (35-086)  
Witmer Road from Schwartz Road to Country Shoals Lane (30(II)-087)

### **Other Highway Improvements**

#### **New Railroad Grade Separation**

Anthony Boulevard and Norfolk Southern Railroad (25-088)  
Airport Expressway and Norfolk Southern Railroad (15-089)  
Ardmore Avenue and Norfolk Southern Railroad (40-090)

#### **Reconstruct Railroad Grade Separation**

Anthony Boulevard and CSX Railroad (25-091)

### **Interchange Modification**

Interstate 69 and State Road 14/Illinois Road Interchange (WB to NB Ramp) (35-092)  
Interstate 469 and Interstate 69 Interchange (mm 315) (40-093)  
Interstate 469 and US 24 Interchange (25-094)

## **Interchange Modification - continued**

US 24 and Bruick/Ryan Road (30-095)

### **Additional Projects for Illustrative Purposes Only**

#### **Widening Projects - six lanes**

Interstate 69 from Interstate 469 to Airport Expressway (40-096)

Interstate 69 from Airport Expressway to US 24 (10-097)

Interstate 69 from Dupont Road/State Road 1 to Hursh Road (25-098)

Interstate 469 from Maplecrest Road to Interstate 69 (25-099)

Jefferson Boulevard from Illinois Road South to Main Street (10-100)

Jefferson Boulevard from Interstate 69 to Illinois Road South (30(II)-101)

State Road 3 from Dupont Road to Gump Road (25-102)

State Road 3 from Gump Road to Allen County Line (30(II)-103)

US 24 from Interstate 69 to Homestead Road (25-104)

#### **Upgrade to Full Access Control (Freeway Design)**

US 30 from Interstate 69 to US 33 (10-105)

US 30 from US 33 to Flaugh Road (10-106)

US 30 from Flaugh Road to O'Day Road (25-107)

#### **Widening Projects - four lanes**

State Road 1/Leo Road from Tonkel Road to Union Chapel Road (25-108)

State Road 1/Leo Road from Union Chapel Road to Grabill Road (30(II)-109)

State Road 1/Bluffton Road from Interstate 469 to State Road 116/124 (30-110)

State Road 14/Illinois Road from W Hamilton Road to Allen/Whitley Cnty Line Road (25-111)

State Road 37 from Doty Road to Interstate 469 (10-112)

US 33 from Cook Road to O'Day Road (10-113)

US 33 from O'Day Road to State Road 205 (30-114)

#### **Center Turn Lane Improvement**

Auburn Road from Dupont Road to Gump Road (40-115)

State Road 930 from Brookwood Drive to Minnich Road (40-116)

#### **Reconstruction and Realignment**

Clinton Street from Parnell Avenue to Auburn Road (40-117)

State Road 37 from Doty Road to Cuba Road (30-118)

#### **Interchange – Modification**

Interstate 69 and State Road 1/Dupont Road Interchange (30(II)-119)

#### **Bridge Reconstruction/Modification**

Hillegas Road over Interstate 69 (25-120)

US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment (25-121)

# **Transit Improvements**

**Transit Improvements  
Air Quality Exempt Projects  
Transit Improvement Projects**

## **Public Transit Policies**

*\*Policies are numbered for identification purposes only, not by priority*

- Policy 1** In the urbanized portion of the Metropolitan Planning Area where fixed route transit service is the most efficient means of providing public transit, Citilink fixed route transit service will remain as the service of choice. Where fixed route transit service cannot meet established performance standards, other types of transit service will be investigated. Opportunities for service coordination and connectivity should be explored by Citilink and other service providers.
- Policy 2** As the urbanized area grows; transit service should be expanded to meet the transit demands of the community. Decrease headways on routes where demands warrant.
- Policy 3** Enhance public transportation to support clean air strategies, energy conservation, congestion management, transportation choice and meet the needs of transit dependent populations.
- Policy 4** Land use policies should address the transit need for accessibility to private development through street and subdivision design. This is crucial to providing access to employment, senior housing, low income housing, quality food, and daily essential needs. The land use planning approval process should include pedestrian and public transportation issues and recommendations from appropriate providers and committees. Land use policies and recommendations should be consistent with the guidelines provided in the Coordinated Development and Transportation Services Guide.
- Policy 5** Citilink will have a role in urban core redevelopment. Specific projects such the recently completed Citilink Central Station and the Hanna/Creighton community center can compliment and encourage redevelopment activities.
- Policy 6** Citilink should continue to implement appropriate nontraditional transit services and evaluate vehicle type, design, and propulsion when purchasing new capital equipment. This may include the investigation and promotion of additional

transportation services such as telecommuting, ridesharing, and van pools. Citilink and other providers should also be encouraged to continue adding vehicles to their fleets that utilize hybrid-propulsion and bio-diesel fuel technology, as well as other propulsion technologies as they become available.

- Policy 7** Citilink, Community Transportation Network, and other providers should be partners in the provision of specialized transportation services and access all potential financial resources to meet these specialized transportation needs.
- Policy 8** Investigate the provision of non-fixed route transportation services in the Metropolitan Planning Area.
- Policy 9** Transportation policies should continue to be developed with opportunities for involvement by human service providers, taxi, and other private sector providers. In addition, safe and appropriate opportunities for the involvement of ridesharing type services should be identified and investigated.
- Policy 10** Transportation services should be coordinated with all providers (public, human service, and private) to maximize efficiency and utilize all available resources.
- Policy 11** Evaluate alternative route structures to improve transit service efficiency.
- Policy 12** Citilink service should provide connection opportunities with other providers operating in Allen County and the surrounding region whom travel to and from the Metropolitan Area to provide better rural / urban connectivity.

### **Public Transit Improvement Projects**

*\*Projects are numbered for identification purposes only, not by priority*

- Project 1** Expanded transit service in the growing urbanized area where ridership warrants. Potential locations include the Fort Wayne International Airport and surrounding area, Chapel Ridge and surrounding area, and Aboite, Perry, and Cedar Creek Townships. Types of service will be determined based upon projected demands and proposed service levels.  
\*Policies 2, 7, 8, 9, 10, & 11
- Project 2** Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet.  
\*Policies 1 & 6

- Project 3** Install and upgrade bus shelters, benches, and other customer amenities by both Citilink and other entities (public and private). Placement of shelters (Bus Huts) should be consistent with Citilink service, accessible, and have sidewalk connectivity.  
\*Policies 1 & 5
- Project 4** Reduce headways on selected routes where current and potential ridership levels warrant.  
\*Policies 2 & 3
- Project 5** Expand service hours into the evening and provide Sunday service through fixed route and other types of transit services.  
\*Policies 2 & 3
- Project 6** Provide customer access to innovative technology to promote and sustain transit ridership.  
\*Policy 3
- Project 7** Design and construct a satellite transfer center to serve the northern portion of the service area.  
\*Policy 2
- Project 8** Encourage the construction of accessible pedestrian facilities to and from bus stop locations, within developments, and in areas where pedestrian facilities currently do not exist (sidewalk placement and connectivity).  
\*Policies 1, 4, & 5
- Project 9** High Priority Corridors: Designate corridors to include amenities that allow busses and para-transit vehicles to safely pull off the corridor to load and unload as well as provide safe pedestrian facilities. These corridors should include Broadway, Wells Street, Lima Road, Calhoun Street, Lafayette Street / Spy Run Avenue, Clinton Street, Anthony Boulevard, Washington Boulevard, Jefferson Boulevard / Maumee Avenue, State Boulevard, and Washington Center Road.  
\*Policy 3
- Project 10** Review and update the Comprehensive Operations Analysis / Transit Development Plan on a four-year cycle.  
Establishing Evaluation Markers

Establishing Performance Measures  
Providing continuous monitoring and evaluation  
\*Policies 1, 2, 3, 4, 5, & 6

**Project 11** Rural and Regional Connectivity: Complete a study and report identifying and recommending connection opportunities between Citilink and other providers operating in Allen County and the surrounding region whom travel to and from the Metropolitan Area to provide better rural / urban connectivity.  
\*Policies 3

### **Specific Improvements from the Transit Development Plan**

Increased service frequency – routes 1, 2 and 3  
Extend evening/nighttime service hours  
Provide limited service on Sundays  
Update Transit Development Plan

### **Identified Transportation Strategies from Coordinated Transit Plan**

#### **Strategies Applicable to All Programs and Providers:**

Identify new revenue sources to increase operating budgets necessary to expand and maintain services and fleets  
Keep costs low / maintain affordable rates

#### **Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Capital Funding**

Maintain existing service / fleets  
Maintain and increase coordination / efficiency between all transportation providers  
Expand existing service / fleets  
Increase public awareness of available services and programs offered by providers that are available to them

#### **Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Operational**

Provide transportation above and beyond existing complimentary paratransit service  
Provide transportation outside current service areas  
Provide transportation within and outside current service schedules

**Job Access Reverse Commute Related Projects Strategies:**

Provide transportation to destinations outside of the current service area

Provide transportation within and in particular outside of the current service schedules

Facilitate multiple destination trips from a single service provider. (ie. daycare/job)

Inform the public about transportation services available in the community and train them to use the services to get to work, job training, and child care as efficiently as possible

**Bicycle, Pedestrian and Enhancement Improvements****Current / Proposed Enhancement Projects**

Pufferbelly Trail from Lawton Park to Franke Park and Fernhill Avenue

Pufferbelly Trail Dupont Road Grade Separation

Pufferbelly Trail Bridge over State Boulevard

IPFW Bridge over State Road 930

Dupont Road Trail from Coldwater Road to Lima Road



## **V. FORECAST OF AVAILABLE FUNDS**



## FORECAST OF AVAILABLE FUNDS

The most limiting factor affecting transportation improvements continue to be the financial resources available to the Metropolitan Planning Organization and local public agencies within the region. The growth and development experienced in the Fort Wayne-New Haven-Allen County Transportation Study Area and the desire to encourage economic development, has only served to exacerbate this problem.

It is increasingly important to provide all implementing agencies including INDOT with good planning information on projected needs and system deficiencies. Moreover, it is necessary that public agency administrators and planning personnel coordinate their efforts very closely to reduce the complications that inevitably arise during the numerous phases of project development. This ensures that available resources can be put to the best use possible.

The complexity and diversity of highway and transit projects requires local agencies to identify all available financial resources. All types of funding are pursued including public and private sources necessary to satisfy local demand. In addition to the local and state resources available to this area, there are several categories of federal money available that are as follows: Surface Transportation Block Group (STBG), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Recreational Trail Program (RTP), Railway and Highway Crossings Program (Section 130), Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310), Urban Area Formula Program (Section 5307) and Capital Program (Section 5339). The available funding categories are funded

through the FAST Act (Fixing America's Surface Transportation Act), the current transportation bill was signed into law in 2015.

The Fiscal Year 2020-2024 TIP includes transit, highway, pedestrian and bicycle projects funded with federal funds in Allen County during the next five years. The Indiana Department of Transportation (INDOT) and NIRCC have agreed to produce a five year State Transportation Improvement Program (STIP) and TIP. However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in FY 2020-2023. The fifth year (FY 2024) is for informational purposes only. Based on the report received by INDOT Policy and Budget division the amount of available funds for programming projects in the urban area for Fiscal Years 2020 through 2023 in the Transportation Improvement Program is approximately 42,460,080 dollars (see Table 1).

Surface Transportation Program (STP) funds are also available for the rural area of Allen County for transportation projects. Allen County and communities such as Woodburn and Monroeville are eligible to apply for a portion of the statewide allocation to areas less than 5,000 population. These funds are generally provided to cover eighty percent of project costs. The Indiana Department of Transportation administers the "project call" and selection of projects for these funds.

Rail Highway Crossing funds are available to upgrade warning devices in both the urban and rural areas of Allen County. Projects involving warning signals or signals and gates are funded from Hazard Elimination and Protective Devices programs. The Indiana Department of

Transportation administers these funds and selects projects based on statewide criteria, priorities and funding availability.

The Highway Safety Improvement Program (HSIP) funds are available for both urban and rural projects in Allen County that qualify as safety projects. Projects in the urban area are approved for these funds based upon their benefit from anticipated crash reduction strategies. Rural projects are prioritized statewide based on benefits, annual average daily traffic (AADT), cost, and optimization of available funds. The urbanized area is eligible to receive approximately 1.5 million dollars from HSIP funds annually.

Bridge Rehabilitation, Replacement, and Inspection (BRZ, BHZ, BRZ-NBIS) funds are also available to local governments. The federal government will provide 80 percent of a project's cost in these categories.

The Congestion Mitigation Air Quality (CMAQ) funds are available for projects that relieve congestion, improve air quality and reduce transportation-related emissions. Projects must meet eligibility requirements prior to being approved for inclusion in the TIP. Typically these projects receive funds to cover eighty percent of the project cost.

The Indiana Transportation Alternatives (TA) Program is funded through a portion of the funds the state receives from the Federal Highway Administration (FHWA). TA projects are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the multi-modal transportation system. TA projects can receive up to

eighty percent of the total project cost. TA projects receive funding through NIRCC and the Indiana Department of Transportation.

The Fort Wayne Public Transportation Corporation (FWPTC) will receive \$2,181,091 from State Public Mass Transportation Funds (PMTF) for FY 20. Through Capitalization of Maintenance Costs, Complimentary Paratransit Costs and Special Rule Operations, \$4,427,736 will be available for operating funds through Federal Section 5307 for FY20.

The federal dollars available for FY 20 through FY 24 and the amount of local matching funds are summarized on Table 2. Table 3 indicates primary sources of local funds used for highway maintenance, construction, and matching federal funds based upon estimated 2020 funding allocations. This table provides separate information for Fort Wayne, New Haven, and Allen County.

**Table 1**

Federal Funds Available  
To The Fort Wayne Urbanized Area

Surface Transportation Program, Congestion Mitigation Air Quality, Transportation Alternatives Program and  
Highway Safety Improvement Program

Fiscal Year	Funds Available to Urbanized Area	Programmed Funds	Remaining Funds
FY 2020	\$43,197,672	\$43,978,020	(\$780,348)
FY 2021			
FY 2022			
FY 2023			
FY 2024	\$10,799,418	\$7,214,000	\$3,585,418

As indicated above the total program cost estimate is within a reasonable amount of the estimated federal funds from various transportation programs. Recognizing these numbers as estimates and factors such as: price favorability; unforeseen project cost increases and decreases for design and land acquisition; and construction cost volatility will undoubtedly affect these estimates, and the exact amount of federal funds available to the urban area is uncertain, FY2020-23 Transportation Improvement Program is reasonably constrained. Based on the estimated funds available and estimated project costs, the program is showing a slight (1.8%) over programmed amount for FY2020-2023, and a current under programmed amount in FY2024.

**Table 2****ALLOCATED FEDERAL FUNDS**

FUND TYPE	Area	FY 20	FY 21	FY 22	FY 23	FY 24
STP		\$6,118,981	\$6,118,981	\$6,118,981	\$6,118,981	\$6,118,981
HSIP	Fort Wayne - New Haven - Allen County	\$1,543,037	\$1,543,037	\$1,543,037	\$1,543,037	\$1,543,037
CMAQ	Urbanized Area	\$2,155,201	\$2,155,201	\$2,155,201	\$2,155,201	\$2,155,201
TAP		\$523,635	\$523,635	\$523,635	\$523,635	\$523,635
	<b>Total</b>	<b>\$10,340,854</b>	<b>\$10,340,854</b>	<b>\$10,340,854</b>	<b>\$10,340,854</b>	<b>\$10,340,854</b>
Group IV Funding	Statewide allocations to rural portions of Allen County including incorporated	\$1,310,000	\$3,171,800	\$2,573,800	\$0	\$0
Transportation Alternative Program	Statewide allocation to local agencies in Allen County	\$676,494	\$546,063	\$0	\$0	\$0
Recreational Trails Program	Statewide allocation to local agencies in Allen County	\$0	\$0	\$0	\$0	\$0
FTA 5307/5339/5340						
Operating		\$0	\$0	\$0	\$0	\$0
Capital		\$826,813	\$2,388,550	\$472,000	\$1,328,000	\$1,328,000
PMTF		\$2,181,091	\$2,257,429	\$2,336,439	\$2,418,214	\$2,418,214

**Matching Funds**

JURISDICTION	FY 20	FY 21	FY 22	FY 23	FY 24
Allen County	\$1,700,000	\$210,000	\$1,420,000	\$2,325,000	\$0
Fort Wayne	\$1,495,880	\$1,337,500	\$225,000	\$300,000	\$450,000
New Haven	\$0	\$473,639	\$672,500	\$0	\$0
Leo-Cedarville	\$72,875	\$0	\$20,000	\$250,000	\$1,237,500
Huntertown	\$0	\$31,250	\$562,500	\$450,000	\$100,000
Fort Wayne PTC					
Operating	\$8,748,807	\$9,480,085	\$9,678,009	\$9,893,936	\$9,784,701
Capital	\$155,319	\$356,415	\$90,500	\$243,765	\$243,765

**Table 3**

Source and Expenditure of Local Transportation Funds  
Annual Estimates

***CITY OF FORT WAYNE***

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
Wheel Tax Surtax	\$5,000,000	Materials, and Maintenance
MVH and LR & S	\$16,641,500	Operations, Traffic Maintenance and Modernization
CEDIT	\$12,000,000	Pavement Management and Matching Funds

***CITY OF NEW HAVEN***

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
Wheel Tax Surtax	\$303,000	Maintenance, Reconstruction and Materials
MVH and LR & S	\$991,200	Operations, Construction and Reconstruction
CEDIT	Varies annually	Pavement Management and other

***ALLEN COUNTY***

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
Wheel Tax Surtax	\$5,014,700	Resurfacing and Maintenance
MVH and LR & S	\$13,715,300	Operations, Construction and Reconstruction
CEDIT	Varies annually	Resurfacing and Rehabilitation

***HUNTERTOWN***

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
Wheel Tax Surtax	\$99,800	Resurfacing and Maintenance
MVH and LR & S	\$354,900	Operations, Construction and Reconstruction
CEDIT	Varies annually	Resurfacing and Rehabilitation

***LEO-CEDARVILLE***

<b>Source</b>	<b>Available Funds</b>	<b>Fund Utilization</b>
Wheel Tax Surtax	\$76,500	Resurfacing and Maintenance
MVH and LR & S	\$241,400	Operations, Construction and Reconstruction
CEDIT	Varies annually	Resurfacing and Rehabilitation



## **VI. TRANSIT PROJECTS AND FINANCIAL ANALYSIS**



## **PUBLIC TRANSPORTATION PROJECT JUSTIFICATION AND FINANCIAL ANALYSIS**

### **FORT WAYNE PUBLIC TRANSPORTATION CORPORATION / CITILINK**

The Fort Wayne Public Transportation Corporation/Citilink (Citilink) has submitted its financial capacity analysis to NIRCC. The following narrative and tables show that Citilink has sufficient financial capacity to continue operating in an efficient and economical manner.

Citilink has several federal discretionary grants to complete future capital projects. Management continues to explore alternative financing options to ensure financial stability for current and future operations and capital projects. Citilink has bonding authority but has not issued bonds since 1981. The transit agency has no long-term debt and has completed major capital projects without outside financing.

The tables of Citilink Actual Operating Expenses and Citilink Actual Operating Revenues list financial data reported by Citilink to the Indiana Department of Transportation for 2014 through 2018. These figures reflect a period of extreme fluctuations in diesel fuel prices and significant increases in health insurance costs. The growth in future Citilink expenses was calculated using an expected increase of 1 to 3 percent per year for most categories while the group medical insurance component of the fringe benefit amounts assumed a 8 percent increase per year.

The federal transit operating subsidy historically has been approximately \$2,500,000, and the state subsidy (PMTF) is approximately \$2,050,000. The current financial condition of Citilink is excellent. Citilink management staff has reviewed financial capacity indicators. These, along with other tools, are utilized to ensure that Citilink has the financial capacity to successfully provide efficient transit service into the future.

**Table 1**  
**Total Operating Expenses and Operating Revenues**

<b>CITILINK ACTUAL OPERATING EXPENSES</b>					
EXPENSE ITEMS	2014	2015	2016	2017	2018
Salaries	\$ 4,855,597	\$ 4,837,207	\$ 4,873,977	\$ 5,086,486	\$ 5,348,965
Fringe Benefits	3,905,386	4,375,287	4,401,197	4,543,919	4,562,846
Contract Services	962,452	878,805	1,215,658	868,320	1,062,414
Materials & Supplies	1,917,325	1,815,069	1,562,724	1,417,066	1,520,446
Utilities	147,060	136,872	112,421	101,754	121,003
Casualty/Liability	238,819	493,130	354,177	357,112	369,912
Taxes	1,948	1,436	1,573	1,278	1,468
Purchased Transportation	76,736	102,250	102,250	87,000	87,000
Other	144,847	184,995	146,407	162,264	174,429
<b>Total Expenses</b>	<b>\$ 12,250,170</b>	<b>\$ 12,825,051</b>	<b>\$ 12,770,384</b>	<b>\$ 12,625,199</b>	<b>\$ 13,248,483</b>
<b>CITILINK ACTUAL OPERATING REVENUES</b>					
REVENUE ITEMS	2014	2015	2016	2017	2018
Fare Revenue	\$ 1,402,938	\$ 1,414,526	\$ 1,315,766	\$ 1,319,690	\$ 1,335,599
Other	649,718	730,537	641,925	703,353	801,859
Local Assistance	5,738,647	5,811,113	6,208,243	6,284,909	6,587,310
State Assistance	2,023,209	2,048,627	2,051,720	2,048,372	2,107,335
Federal Assistance	2,435,658	2,820,248	2,552,730	2,268,875	2,416,380
<b>Total Revenues</b>	<b>\$ 12,250,170</b>	<b>\$ 12,825,051</b>	<b>\$ 12,770,384</b>	<b>\$ 12,625,199</b>	<b>\$ 13,248,483</b>

**Table 2**  
**Future Projected Operating Budgets and Forecasted Revenue**  
**2020-2024**

The tables below show the estimated operating cash flows for Citilink.

<b>CITILINK OPERATING EXPENSES FORECAST</b>					
EXPENSE ITEMS	2020	2021	2022	2023	2024
Salaries	\$ 5,745,159	\$ 5,860,063	\$ 5,977,264	\$ 6,096,808	\$ 6,218,744
Fringe Benefits	5,425,372	5,711,743	6,018,080	6,345,921	6,696,928
Contract Services	903,622	912,659	921,785	931,003	940,313
Materials & Supplies	1,964,174	2,003,458	2,043,527	2,084,398	2,126,086
Utilities	156,000	156,000	156,000	156,000	156,000
Casualty/Liability	365,622	368,256	370,930	373,644	376,399
Taxes	3,727	3,783	3,840	3,898	3,956
Purchased Transportation	100,000	100,000	100,000	100,000	100,000
Other	243,958	246,398	248,862	251,351	253,863
<b>Total Expenses</b>	<b>\$ 14,907,634</b>	<b>\$ 15,362,360</b>	<b>\$ 15,840,288</b>	<b>\$ 16,343,023</b>	<b>\$ 16,872,289</b>
<b>CITILINK OPERATING REVENUES FORECAST</b>					
REVENUE ITEMS	2020	2021	2022	2023	2024
Fare Revenue	\$ 1,698,438	\$ 1,783,360	\$ 1,872,528	\$ 1,966,155	\$ 2,064,463
Other	704,596	733,446	763,738	795,545	828,942
Local Assistance	5,987,327	7,196,946	7,412,853	7,635,238	7,864,296
State Assistance	2,181,091	2,257,429	2,336,439	2,418,214	2,502,851
Federal Assistance	4,336,182	3,391,179	3,454,730	3,527,871	3,611,737
<b>Total Revenues</b>	<b>\$ 14,907,634</b>	<b>\$ 15,362,360</b>	<b>\$ 15,840,288</b>	<b>\$ 16,343,023</b>	<b>\$ 16,872,289</b>

**Table 3**  
**Projected Formula Capital Funds**  
**2020-2024**

The table below shows the projected federal formula (5307& 5339) and local match funds available for capital projects. The projections indicate that the projects in this program are financially constrained.

	FEDERAL		FEDERAL	LOCAL	LOCAL	LOCAL	TOTAL
	CAPITAL	FEDERAL	CAPITAL	CAPITAL	CUM. CAP.	CAPITAL	CAPITAL
YEAR	CARRYOVER	CAPITAL	AVAILABLE	CARRYOVER	FUND	AVAILABLE	AVAILABLE
2020	\$4,608,737	\$4,067,223	\$8,675,960	\$0	\$1,000,000	\$1,000,000	\$9,675,960
2021	\$3,468,224	\$4,229,912	\$7,698,136	\$805,000	\$0	\$805,000	\$8,503,136
2022	\$3,217,290	\$4,399,108	\$7,616,398	\$591,000	\$0	\$591,000	\$8,207,398
2023	\$3,086,558	\$4,575,072	\$7,661,630	\$415,000	\$0	\$415,000	\$8,008,832
2024	\$2,994,757	\$4,758,075	\$7,752,832	\$256,000	\$0	\$256,000	\$8,008,832
	FEDERAL	(DEDUCT	FEDERAL	FEDERAL	LOCAL	LOCAL	LOCAL
	CAPITAL	CAP/MTC.,	CAPITAL (5307)	CAPITAL	CAPITAL	CAPITAL	CAPITAL
YEAR	AVAILABLE	COMP PARATR.	PROGRAMMED	CARRYOVER	AVAILABLE	PROGRAMMED	CARRYOVER
2020	\$8,675,960	\$4,427,736	\$780,000	\$3,468,224	\$1,000,000	\$195,000	\$805,000
2021	\$7,698,136	\$3,624,846	\$856,000	\$3,217,290	\$805,000	\$214,000	\$591,000
2022	\$7,616,398	\$3,825,840	\$704,000	\$3,086,558	\$591,000	\$176,000	\$415,000
2023	\$7,661,630	\$4,030,873	\$636,000	\$2,994,757	\$415,000	\$159,000	\$256,000
2024	\$7,752,832	\$4,140,108	\$632,000	\$2,980,724	\$256,000	\$158,000	\$98,000

**SECTION 5310 ENHANCED MOBILITY FOR SENIORS AND  
INDIVIDUALS WITH DISABILITIES OPERATIONAL AND CAPITAL  
ASSISTANCE AND PRIVATE ENTERPRISE PARTICIPATION**

***OPERATIONAL***

In FY19, the Community Transportation Network (CTN) applied for and was awarded Section 5310 Operational Assistance for the provision of 22,000 additional medical transportation trips during a two project period (2019 thru 2020). The total cost of the project is 384,000 (192,000 per year) dollars of which fifty (50%) percent, 192,000 (96,000 per year) dollars will be paid for with federal funds. CTN will provide the local matching dollars of 192,000 (96,000 per year).

***CAPITAL***

In FY19, the Community Transportation Network (CTN), applied for and were awarded Section 5310 Capital Assistance for the purchase of vehicles.

The Community Transportation Network was awarded capital assistance for four (4) vehicles. All four (4) of the vehicles are a medium transit vehicle with a lift. The total cost for three (3) of the medium transit vehicles is 178,980 dollars (59,660 each) of which eighty (80%) percent, 143,184 dollars will be paid for with federal funds. The fourth medium transit vehicle costs 59,660 dollars of which The Community Transportation Network will provide the local matching dollars of 25,967, which is forty-four (44%) percent of the requested vehicle. The first three (3) new vehicles are being acquired as expansion vehicles and the last vehicle is replacing one (1) 2014 medium transit vehicle. All four (4) vehicles will be used to transport elderly and/or disabled persons to healthcare, grocery, shopping, recreation, community services and other

resources. The service area for all four (4) vehicles will be within the urbanized area of Allen County.

The FY20 Section 5310 Capital Assistance Call for Projects was issued in February 2019 with the deadline for submissions in April 2019. The anticipated award date is June 2019. The approximate amount available for capital funding in FY20 is 150,000, which would fund three to four (3-4) vehicles dependent upon size. An update of this funding will be made in August 2019.

### ***AWARDS PROCESS***

The Northeastern Indiana Regional Coordinating Council, the designated Metropolitan Planning Organization (MPO) for the Fort Wayne Urbanized Area has maintained the Transit Planning Committee (TPC) and its subcommittee, the Transportation Advisory Committee (TAC) to assist in the planning and evaluation of transportation services for seniors and individuals with disabilities. The TPC reviews, prioritizes, and selects the operational projects being requested from the Section 5310 Operational Assistance program. The TAC reviews, prioritizes, and selects the vehicles being requested from the Section 5310 Capital Assistance program. The Urban Transportation Advisory Board provides final approval of the selections from both the Operational and Capital Assistance programs.

### ***PRIVATE ENTERPRISE PARTICIPATION***

Participating on the TPC and TAC are private-for-profit transportation providers, which ensures their involvement in the transportation planning process. In addition, all known area providers, including private-for-profit transportation providers, are notified directly of each Section 5310

Call for Projects. The MPO has not received any additional comments, complaints or disputes concerning these grant applications or the subsequent provision of service.



## **VII. LOCAL PROJECTS FY 2020-2024**



## Local Roadway Projects

Project Location (Description of Project)	DES #	Phase	Estimated Cost					Other	Federal Funds	Local Funds	LPA	Pri- orty
			2020	2021	2022	2023	2024*	Year				
Allen County Bridge Inspection  - Bridge Inspection	1592872	PE						2018	285,871	71,468	AC	
		PE						2019	333,271	83,318	AC	
		PE	410,839						328,672	82,168	AC	1
		PE		42,909					34,327	8,582	AC	2
Amstutz Rd: Hosler Rd to Leo Rd/SR 1  - Road Reconstruction	1801426	PE						2019	200,000	50,000	LC	
		PE	364,375						291,500	72,875	LC	1
		RW			100,000				80,000	20,000	LC	3
		CN					5,625,000		4,500,000	1,125,000	LC	5
		CE					562,500		450,000	112,500	LC	5
Bass Rd: Clifty Parkway to Thomas Rd  - Road Reconstruction	1382492	RW						2016	740,880	185,220	AC	
		CN	4,250,000						3,400,000	850,000	AC	1
		CE	62,500						50,000	12,500	AC	1
		CE		356,250					285,000	71,250	AC	2
Bass Rd: Thomas Rd to Hillegas Rd  - Road Reconstruction	1401272	RW						2017	552,260	138,065	AC	
		CN	4,125,000						3,300,000	825,000	AC	1
		CE	62,500						50,000	12,500	AC	1
		CE		356,250					285,000	71,250	AC	2
Bass Rd: Scott Rd to Hadley Rd  Phase 1 - 1401273 (bridge) Phase 1 - 1401273 (bridge) Phase 2 - TBD Phase 3 - TBD Phase 2 and 3- TBD - Road Reconstruction & New Bridge	1401273	RW						2019	630,000	157,500	AC	
	1401273	RW		337,500					270,000	67,500	AC	2
	1401273	CN			6,500,000				5,200,000	1,300,000	AC	3
	1401273	CE			600,000				480,000	120,000	AC	3
	Phase 2	CN				4,750,000			3,800,000	950,000	AC	4
	Phase 3	CN				5,750,000			4,600,000	1,150,000	AC	4
	Phase 2&3	CE				1,125,000			900,000	225,000	AC	4
											AC	
Broadway St/Landin Rd: North River Rd to Bell Ave (1601931 bridge over Maumee River)  Phase 1 - includes intersection at Rose Avenue  - Road Reconstruction & Intersection Improvement	1400694	PE						2016	512,000	128,000	NH	
	1601931	RW						2019	150,000	37,500	NH	
		CN-RR		80,000					64,000	16,000	NH	2
	Phase 1	CN-HSIP		1,538,889					1,385,000	153,889	NH	2
	Phase 1	CN-CMAQ		1,518,750					1,215,000	303,750	NH	2
	Phase 1	CE-CMAQ		112,500	212,500				260,000	65,000	NH	2/3
	Phase 2	CN-CMAQ			2,750,000				2,200,000	550,000	NH	3
	Phase 2	CE-CMAQ			287,500				230,000	57,500	NH	3

## Local Roadway Projects

Project Location (Description of Project)	DES #	Phase	Estimated Cost					Other	Federal Funds	Local Funds	LPA	Pri- orty
			2020	2021	2022	2023	2024*	Year				
Carroll Rd	1801749	PE						2019	200,000	50,000	HT	
#1801749 SR 3/Lima Rd to Coral Springs Dr/ Shearwater Run (east section)	1801749	RW		78,125					62,500	15,625	HT	2
	1801748	RW		78,125					62,500	15,625	HT	2
#1801748 e/o Bethel Rd to Millstone Dr (west section)	1801749	CN				1,250,000			1,000,000	250,000	HT	4
	1801749	CE				125,000			100,000	25,000	HT	4
	1801748	CN				750,000			600,000	150,000	HT	4
- Road Reconstruction	1801748	CE				125,000			100,000	25,000	HT	4
Clinton St: Auburn Rd to Mayhew Rd	TBD	PE			812,500				650,000	162,500	FW/AC	3
		PE					2,250,000		1,800,000	450,000	FW/AC	5
		RW						2026	2,880,000	720,000	FW/AC	
		CN						2028	10,400,000	2,600,000	FW/AC	
- Added Travel Lanes												
Fogwell Parkway	1802912	PE	730,000						0	730,000	AC	1
Lafayette Ctr to Winters Rd		CN					7,300,000		5,840,000	1,460,000	AC	5
-Road Reconstruction		CE					870,000		696,000	174,000	AC	5
Grabill Road Bridge over St. Joe River	TBD	PE				250,000			200,000	50,000	LC	4
		RW						2025	150,000	37,500	LC	
		CN/CE						2027	1,500,000	375,000	LC	
-Bicycle and Pedestrian Infrastructure												
Hathaway Rd: Lima Rd to Hand Rd	TBD	PE			562,500				450,000	112,500	HT	3
		RW					500,000		400,000	100,000	HT	5
		CN/CE						2026	2,840,000	710,000	HT	
- Road Reconstruction												
Hillegas Rd: State Blvd to Coliseum Blvd	TBD	PE		250,000					200,000	50,000	FW	2
		PE			1,125,000				900,000	225,000	FW	3
		RW				1,500,000			1,200,000	300,000	FW	4
		CN/CE						2025	9,680,000	2,420,000	FW	
- Added Travel Lanes												
Maplecrest Rd: State Blvd to Stellhorn Rd	1173162	PE							801,000	200,250	FW	
	1173162	RW							800,000	200,000	FW	
	1801666	CN	6,266,900						5,013,520	1,253,380	FW	1
	1801666	CE	225,000						180,000	45,000	FW	1
	Phase 2	CN		4,750,000					3,800,000	950,000	FW	2
	Phase 2	CE		875,000					700,000	175,000	FW	2
- Road Reconstruction												
South County Line Road Bridge #271	1702810	PE						2019	166,342	41,586	AC	
Bridge over St Mary's River		CN				1,175,000			940,000	235,000	AC	4
-Bridge Rehabilitation or Repair		CE				189,000			151,200	37,800	AC	4

## Local Roadway Projects

Project Location (Description of Project)	DES #	Phase	Estimated Cost					Other	Federal Funds	Local Funds	LPA	Pri- orty
			2020	2021	2022	2023	2024*	Year				
State Blvd: Clinton St to Cass St (Phase 2) (Added Travel Lanes) - STP (Bridge over Spy Run Creek) - STP (Pedestrian Bridge over State Blvd) - CMAQ	1005154	CN						2019	4,634,485	1,158,621	FW	1
	1005152	CN						2019	1,582,089	395,522	FW	
	1005155	CN						2019	328,900	82,225	FW	
		UT						2019	680,000	170,000	FW	
		CE						2019	20,000	772,455	FW	
		CE	197,500						158,000	39,500	FW	
UPWP - Highway Safety Improvement Program (HSIP ) Funds - for Work Program Activities	TBD	PE	80,000	80,000	80,000	80,000	80,000		320,000	80,000	NIRCC	1/2/3/ 4/5
S. Anthony Blvd: Luther St to Creighton Ave Grade Separation/New Underpass with NS RR at Wayne Trace; Increase Clearance at Existing Underpass with Genesee & Wyoming RR; Road Reconstruction	1382496	PE						2016	0	1,620,000	FW	
		RW						2018	0	5,790,000	FW	
		CN							0	24,600,000	FW	
Environmental Assessment Passenger Rail Service from Chicago, Illinois to Lima, Ohio	n/a	PE							0	346,600	FW	

\*The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2020-2023. The Fifth year (FY 2024) is for informational purposes only.

## Local Allen County Projects - No Federal Funding

<b>Road Projects</b>	<b>Phase</b>	<b>Agency</b>	<b>Approximate Year</b>
Dunton Road: Hathaway Rd to Gump Rd	PE	AC	2019
Hathaway Road: e/o SR 3 to w/o Dunton Rd	PE	AC	2019
Kress Road new Cul-de-Sac to replace dead end, replace culvert	PE	AC	2019
Antwerp Road Bridge #326 over the Hamm Interceptor	PE	AC	2019
Ehle Road Bridge #128 over the Botteron Drain	PE	AC	2019
Ellison Road Bridge #228 over the Graham-McCulloch Drain	PE	AC	2019
Fisher Road Bridge #79 over the James T. Johnson Drain	PE	AC	2019
Gar Creek Road Bridge #133 over the Lomont Drain	PE	AC	2019
Notestine Road Bridge #13 over the Gorrell Drain	PE	AC	2019
O'Day Road Bridge #359 over the Seegar drain	PE	AC	2019
River Road Bridge #249 over the Hamm Interceptor	PE	AC	2019
Ternet Road Bridge #298 over the Ellison Drain	PE	AC	2019

## Local Fort Wayne Projects - No Federal Funding

Road Projects	Phase	Agency	Approximate Year
Ardmore Avenue Airport Expressway to Airport Entrance Reconstruction & Widening, Trail	CN	FW	2019
Coldwater Road Dupont Rd to Union Chapel Rd Road Widening	CN	FW	2023/2024 2025/2026
Diebold Road - Phase II North Clinton to Berger Automotive Reconstruction, sidewalk & trail	CN	FW	2020/2021
Goshen Avenue - Phase I State Blvd to Cambridge Blvd Reconstruction, Roundabout, sidewalks	CN	FW	2019/2020
Goshen Avenue - Phase II Cambridge Blvd to Butler/Harris Rds Reconstruction, sidewalks	CN	FW	2023/2024
Goshen Avenue - Phase III Butler/Harris Rd to Coliseum Blvd Reconstruction, sidewalks	CN	FW	2025/2026
Harris Road & Coliseum Boulevard Intersection Improvements	CN	FW	2019
Hobson Road Coliseum Blvd to Stellhorn Rd Reconstruction and Road Diet	CN	FW	2020
Leesburg Road Main St to West Jefferson Blvd New Road, sidewalk, trail	CN	FW	2021/2022
Ludwig Rd Relocation Brotherhood Way to Coldwater Rd	CN	FW	2021/2022
Parnell Avenue Coliseum Blvd to Clinton St Reconstruction	CN	FW	2021/2022
State Boulevard Reed Rd to Georgetown N Blvd Reconstruction	CN	FW	2020/2021
Washington/Jefferson sidewalk project St Mary's River Bridge to Garden St	CN	FW	2019/2020

## Local Trail Projects - No Federal Funding

Trail Projects	Phase	Agency	Approximate Year
<b>Ardmore Ave</b> Airport Expressway to Second Street	CN	FW	2019
<b>Covington Rd</b> Hadley Rd to Getz Rd	CN	FW	2021
<b>Dupont Rd</b> Coldwater Rd to Woodland Plaza Parkway	CN	FW	2020
<b>Hanna St</b> US 27 to Tillman Park	CN	FW	2019
Rudisill Blvd to Pettit Ave	CN	FW	2020
Wallace St to Berry St	CN	FW	2022
Pettit Ave to Burns Blvd	CN	FW	2021
<b>Lake Avenue</b> Randallia Dr to Coliseum Blvd (three phases)	CN	FW	2018-2020
<b>Maysville Rd</b> Stellhorn Rd to Maysville Circle	CN	FW	2022
<b>St Joe Center Rd</b> Meijer Dr to Chiswell Run	CN	FW	2020
<b>Wheelock Rd</b> St Joe Center Rd to Mill Ridge Run	CN	FW	2020
<b>Beckett's Run Trail:</b> St Joe Center Rd to Clinton St	CN	FW	2020
<b>Liberty Mills Road Trail:</b> Middle Grove to Falls Drive and Falls Dr to Coventry La	CN	FW	2022
<b>Pufferbelly Trail:</b> Washington Center to Ice Way	CN	FW	2021
<b>Summit Park Trail</b> Railroad Corridor from Ludwig to Washington Center	CN	FW	2019
Railroad Corridor to Lima on Ludwig	CN	FW	2021
<b>Thieme Drive:</b> Main St to Washington Boulevard	CN	FW	2020
<b>Illinois Rd Trail:</b> West Jefferson/Ardmore to Illinois/Reckeweg	CN	FW	2020

## Local TIP

### Type of Funding

- Federally Funded
- Locally Funded

### Projects FY 20 - 24

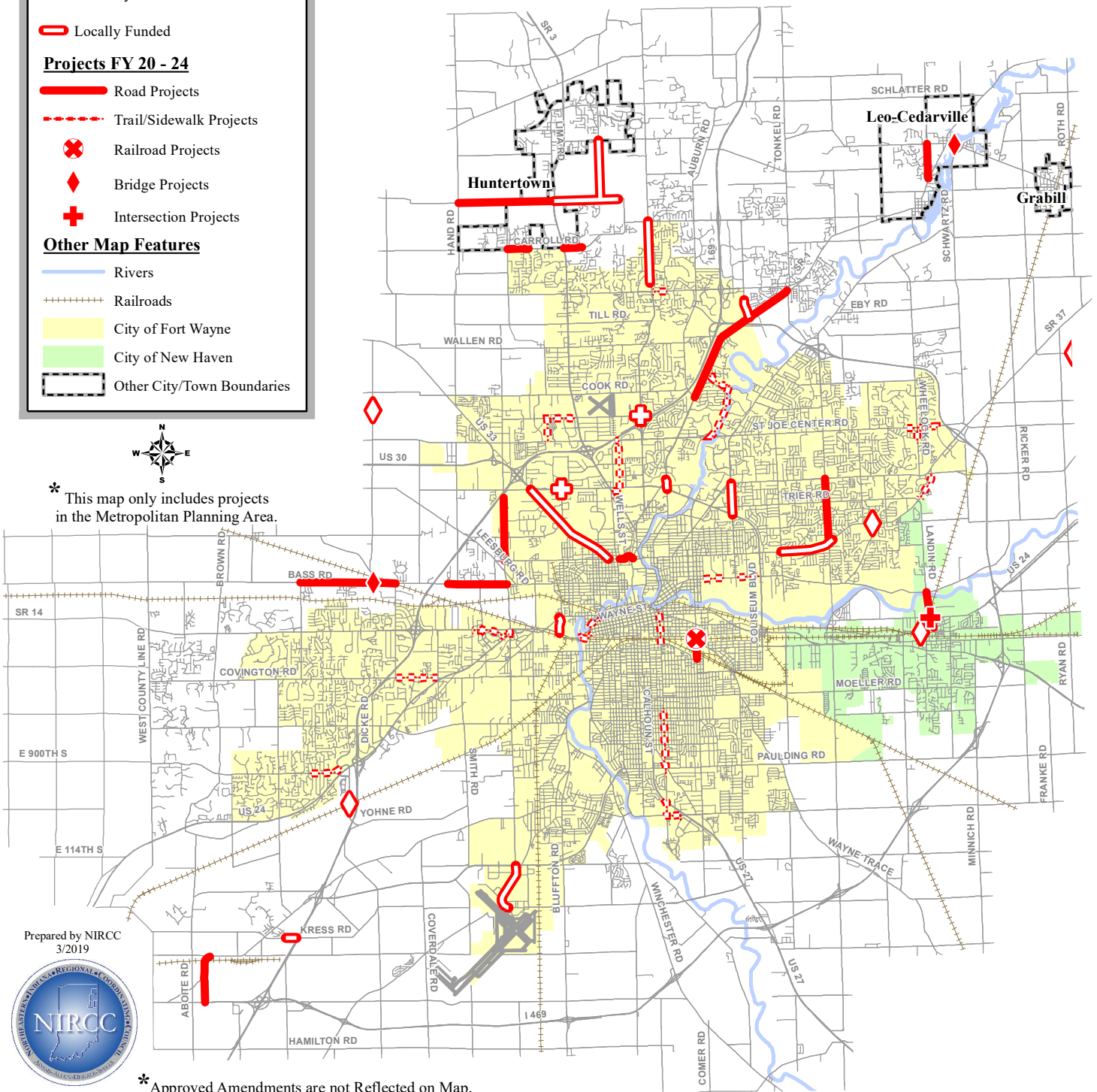
- Road Projects
- - - - - Trail/Sidewalk Projects
- ✕ Railroad Projects
- ◆ Bridge Projects
- + Intersection Projects

### Other Map Features

- Rivers
- + + + + + Railroads
- City of Fort Wayne
- City of New Haven
- Other City/Town Boundaries



\* This map only includes projects in the Metropolitan Planning Area.





## **VIII. LOCAL TRANSIT PROJECTS FY 2020-2024**



**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5307 / Section 5339 / Section 5340 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2020**

**Capital Equipment Purchases (Section 5307 and 5340 Funds)**

**Capital Equipment Purchases (Section 5339 Funds)**

Four (4) Replacement Minibus (Body on Chassis) ACCESS	\$352,000
One (1) Heavy Duty Replacement Bus	\$428,000

Total Capital Projects	\$975,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$780,000
State PMTF	\$0
Local Share	\$195,000

**Additional Operating Funds**

JARC - Low income Transportation to and from work	\$0
CMAQ - Transit Awareness	\$0

**Operating Funds and Preventative Maintenance Expenses**

Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>	\$2,055,040
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>	\$372,696
5307 Special Rule Operations <sup>2</sup>	\$2,000,000

Total Operating Funds	\$14,907,634
Federal Share <sup>3</sup>	\$4,427,736
State Share	\$2,181,091
Local Share	\$8,298,807

<sup>1</sup> Capital purchase listed for informational purposes only

<sup>2</sup> Local match provided from property taxes in Operating Budget

<sup>3</sup> Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5307 / Section 5339 / Section 5340 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2021**

**Capital Equipment Purchases (Section 5307 and 5340 Funds)**

**Capital Equipment Purchases (Section 5339 Funds)**

Two (2) Heavy Duty Replacement Bus	\$856,000
Total Capital Projects	\$1,070,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$856,000
State PMTF	\$0
Local Share	\$214,000

**Additional Operating Funds**

JARC - Low income Transportation to and from work	\$0
CMAQ - Transit Awareness	\$0

**Operating Funds and Preventative Maintenance Expenses**

Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>	\$2,137,242
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>	\$387,604
5307 Special Rule Operations <sup>2</sup>	\$1,100,000
Total Operating Funds	\$15,362,360
Federal Share <sup>3</sup>	\$3,624,846
State Share	\$2,257,429
Local Share	\$9,480,085

<sup>1</sup> Capital purchase listed for informational purposes only

<sup>2</sup> Local match provided from property taxes in Operating Budget

<sup>3</sup> Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5307 / Section 5339 / Section 5340 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2022**

**Capital Equipment Purchases (Section 5307 and 5340 Funds)**

**Capital Equipment Purchases (Section 5339 Funds)**

One (1) Heavy Duty Replacement Bus	\$440,000
Three (3) Replacement Minibus (Body on Chassis) ACCESS	\$264,000
 Total Capital Projects	 \$880,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$704,000
State PMTF	\$0
Local Share	\$176,000

**Additional Operating Funds**

JARC - Low income Transportation to and from work	\$0
CMAQ - Transit Awareness	\$0

**Operating Funds and Preventative Maintenance Expenses**

Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>	\$2,222,732
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>	\$403,108
5307 Special Rule Operations <sup>2</sup>	\$1,200,000
 Total Operating Funds	 \$15,840,288
Federal Share <sup>3</sup>	\$3,825,840
State Share	\$2,336,439
Local Share	\$9,678,009

<sup>1</sup> Capital purchase listed for informational purposes only

<sup>2</sup> Local match provided from property taxes in Operating Budget

<sup>3</sup> Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5307 / Section 5339 / Section 5340 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2023**

**Capital Equipment Purchases (Section 5307 and 5340 Funds)**

**Capital Equipment Purchases (Section 5339 Funds)**

One (1) Heavy Duty Replacement Bus	\$428,000
Two (2) Replacement Minibus (Body on Chassis) Flex	\$208,000
 Total Capital Projects	 \$795,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$636,000
State PMTF	\$0
Local Share	\$159,000

**Additional Operating Funds**

JARC - Low income Transportation to and from work	\$0
CMAQ - Transit Awareness	\$0

**Operating Funds and Preventative Maintenance Expenses**

Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>	\$2,311,641
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>	\$419,232
5307 Special Rule Operations <sup>2</sup>	\$1,300,000
 Total Operating Funds	 \$16,343,023
Federal Share <sup>3</sup>	\$4,030,873
State Share	\$2,418,214
Local Share	\$9,893,936

<sup>1</sup> Capital purchase listed for informational purposes only

<sup>2</sup> Local match provided from property taxes in Operating Budget

<sup>3</sup> Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

**FEDERAL TRANSIT ADMINISTRATION**  
**Section 5307 / Section 5339 / Section 5340 - Funds**

**Fort Wayne Public Transportation Corporation**

**FY 2024\***

**Capital Equipment Purchases (Section 5307 and 5340 Funds)**

**Capital Equipment Purchases (Section 5339 Funds)**

One (1) Heavy Duty Replacement Bus	\$440,000
Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$192,000
 Total Capital Projects	 \$790,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$632,000
State PMTF	\$0
Local Share	\$158,000

**Additional Operating Funds**

JARC - Low income Transportation to and from work	\$0
CMAQ - Transit Awareness	\$0

**Operating Funds and Preventative Maintenance Expenses**

Capitalization of Maintenance Costs (Section 5307) <sup>2</sup>	\$2,404,107
Complimentary Paratransit Costs (Section 5307) <sup>2</sup>	\$436,001
5307 Special Rule Operations <sup>2</sup>	\$1,300,000
 Total Operating Funds	 \$16,343,023
Federal Share <sup>3</sup>	\$4,140,108
State Share	\$2,418,214
Local Share	\$9,784,701

<sup>1</sup> Capital purchase listed for informational purposes only

<sup>2</sup> Local match provided from property taxes in Operating Budget

<sup>3</sup> Capitalization of Maintenance Costs, Complimentary Paratransit Costs and 5307 Special Rule Operations

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\*The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2020-2023. The fifth year (FY 2024) is for informational purposes only.

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 20 - FY 24\*)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST	YEAR	FEDERAL FUNDS	STATE PMTF FUNDS	LOCAL FUNDS	PRI- ORITY	LPA
Citilink - Transit Operating			9,822,964	2020		2,181,091	7,641,873	1	Citilink
			10,831,302	2021		2,257,429	8,573,873	2	Citilink
			11,057,988	2022		2,336,439	8,721,549	3	Citilink
			11,304,432	2023		2,418,214	8,886,218	4	Citilink
			11,167,888	2024		2,418,214	8,749,674	5	Citilink
Citilink - Capitalization of Maintenance Costs	1700468	FTA Sec. 5307	2,568,800	2020	2,055,040		513,760	1	Citilink
	1700469		2,671,553	2021	2,137,242		534,311	2	Citilink
			2,778,415	2022	2,222,732		555,683	3	Citilink
			2,889,551	2023	2,311,641		577,910	4	Citilink
			3,005,134	2024	2,404,107		601,027	5	Citilink
Citilink - Complementary Paratransit Costs	1700470	FTA Sec. 5307	465,870	2020	372,696		93,174	1	Citilink
	1700471		484,505	2021	387,604		96,901	2	Citilink
			503,885	2022	403,108		100,777	3	Citilink
			524,040	2023	419,232		104,808	4	Citilink
			545,001	2024	436,001		109,000	5	Citilink
5307 Special Rule Operations	1700472	FTA Sec. 5307	2,500,000	2020	2,000,000		500,000	1	Citilink
	1700473		1,375,000	2021	1,100,000		275,000	2	Citilink
			1,500,000	2022	1,200,000		300,000	3	Citilink
			1,625,000	2023	1,300,000		325,000	4	Citilink
			1,625,000	2024	1,300,000		325,000	5	Citilink
Citilink - Capital Equipment Purchases Four (4) Replacement Minibus (Body on Chassis) ACCESS		FTA Sec. 5339	414,118	2020	352,000		62,118	1	Citilink
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus		FTA Sec. 5339	503,529	2020	428,000		75,529	1	Citilink
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus		FTA Sec. 5339	1,007,059	2021	856,000		151,059	2	Citilink
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus		FTA Sec. 5339	1,500,000	2022	440,000		300,000	3	Citilink

## Transit Projects

### FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 20 - FY 24\*)

DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT	DES#	FUND TYPE	EST. COST	YEAR	FEDERAL FUNDS	STATE PMTF FUNDS	LOCAL FUNDS	PRI- ORITY	LPA
Citilink - Capital Equipment Purchases Three (3) Replacement Minibus (Body on Chassis) ACCESS		FTA Sec. 5339	310,588	2022	264,000		46,588	3	Citilink
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus		FTA Sec. 5339	503,529	2023	428,000		75,529	4	Citilink
Citilink - Capital Equipment Purchases Two (2) Replacement Minibus (Body on Chassis) FLEX		FTA Sec. 5339	244,706	2023	208,000		36,706	4	Citilink
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus		FTA Sec. 5339	517,647	2024	440,000		77,647	5	Citilink
Citilink - Capital Equipment Purchases Two (2) Replacement Minibus (Body on Chassis) ACCESS		FTA Sec. 5339	225,882	2024	192,000		33,882		Citilink
Community Transportation Network Operating Funds	1900062	FTA Sec. 5310	192,000	2020	96,000		96,000		Citilink
CTN One (1) medium transit vehicle w/lift	1801759	FTA Sec. 5310	59.7	2019	47.7		11.9		CTN
CTN One (1) medium transit vehicle w/lift	1801760	FTA Sec. 5310	59.7	2019	47.7		11.9		CTN
CTN One (1) medium transit vehicle w/lift	1801761	FTA Sec. 5310	59.7	2019	47.7		11.9		CTN
CTN One (1) medium transit vehicle w/lift	1801762	FTA Sec. 5310	59.7	2019	33.7		26.0		CTN

\*The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2020-2023. The Fifth year (FY 2024) is for informational purposes only.



## **IX. INDOT PROJECTS FY 2020-2024**



# INDOT Roadway Projects

Project Location (Description of Project)	Contract #	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds
				2020	2021	2022	2023	2024*			
SR 1 2.48 miles N of US 224 to I 469 HMA Overlay, Functional	RS-41825	1600407	CN	2,711,950						2,169,560	542,390
SR 1 Over Conrad Ditch, 6.68 mi n/o I-69 Bridge Replace, Other Construction	B-41545	1800050	PE RW CN			20,000	627,856		2019	108,000 18,000 565,070	27,000 2,000 62,786
SR 3 From I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventative Maint	RS-41808	1592638	CN	2,848,933						2,279,146	569,787
SR 3 From 9.0 mi n/o I-69 to 9.49 mi s/o US 6 Concrete Pvmnt Restoration (CPR)	R-41829	1700249	CN	921,196						736,957	184,239
SR 14 2.44 mi w/o I-69 to 0.28 mi e/o I-69 HMA Overlay, Preventative Maint	R-41809	1401828	CN	1,549,437						1,239,550	309,887
US 24 From 1.66 mi e/o SR 9 E Jct to 4.80 mi w/o I-69 (Whitley/Allen Co Line) HMA Overlay, Preventative Maint	RS-40467	1701339	CN	5,894,313						4,715,450	1,178,863
US 30 7.4 mi w/o US 33 (at CR 800 E/ County Line Road) Other Intersestion Improvement	R-41641	1801807	PE CN				1,200,000		2019	128,000 960,000	32,000 240,000
US 33 Bridge over Johnson Ditch, 5.33 mi n/o US 30 Bridge Deck Overlay	B-41812	1700224	CN		338,086					304,277	33,809
I-69 I-69 at SR 14 interchange Interchange Modification	R-41809	1401828	PE CN	1,318,477					2018	13,500 1,186,629	1,500 131,848
I-69 I-69 at S Jct I-469 - Loop Ramp from WB Laf Ctr Rd to SB I-69 Small Structure Pipe Lining	R-41806	1700221	CN	195,965						156,772	39,193

# INDOT Roadway Projects

Project Location (Description of Project)	Contract #	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds
				2020	2021	2022	2023	2024*			
I-69 at Coldwater Rd Interchange From 1.17 mi e/o SR 3 to 1.68 mi e/o SR 3	40515	1702131									
Intersect. Improv. W/ New Signals			CN		3,000,000					2,700,000	300,000
I-69 and Coldwater Rd (from 0.99 mi n/o SR 3 to 1.74 mi n/o SR 3)	R-41544	1800036	PE						2019	697,500	77,500
Interchange Modification, NW Quadrant Modification			PE	775,000						697,500	77,500
			CN				3,463,169			3,116,852	346,317
I-69 and Coldwater Rd Coldwater Rd Bridge over I-69 (from 1.24 mi e/o SR 3 to 1.3 mi e/o SR 3)	R-41544	1800162	PE						2019	270,000	30,000
HMA Overlay Minor Structural			CN				1,707,853			1,537,068	170,785
I-69 at SR 14 Interchange	R-41643	1800091	PE						2019	120,000	30,000
Interchange Modification			CN				1,001,357			901,221	100,136
I-69 Bridge at I-469 DRN over I-69, 5.69 mi s/o US 24	B-41068	1800587	PE						2019	22,500	2,500
Bridge Painting			CN		412,629					371,366	41,263
I-469 Bridge over Lafayette Ctr Rd, EB 0.94 mi e/o I-69	B-40466	1701375	PE						2018	247,500	27,500
Partial Super Replacement			CN		2,040,201					1,836,181	204,020
I-469 Bridge over Lafayette Ctr Rd, WB 0.94 mi e/o I-69	B-40466	1701376	PE						2018	247,500	27,500
Partial Super Replacement			CN		2,040,201					1,836,181	204,020
I-469 SB off-ramp at SR 37	R-41568	1800034	PE						2019	64,000	16,000
Interchange Modification			CN				391,912			352,721	39,191
I-469 at I-69 N Junction	R-41580	1800089	PE						2019	1,040,000	260,000
Interchange Modification			CN				7,522,302			6,770,072	752,230

# INDOT Roadway Projects

Project Location (Description of Project)	Contract #	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds
				2020	2021	2022	2023	2024*			
I-469 Various Locations Small Structure Pipe Lining	RS-41069	1800581	CN		6,061,262					5,455,136	606,126
I-469 Over St Mary's River, EB, 0.45 mi w/o US 27	B-41019	1801204	PE						2019	27,000	3,000
Channel Clearing and Protection			CN	100,000						90,000	10,000
I-469 SB Off Ramp over Grice Ditch, 1.04 mi w/o SR 37	B-41019	1801208	PE						2019	27,000	3,000
Channel Clearing and Protection			CN	37,000						33,000	4,000
SR 930 at US 27/Lima Rd Intersect. Improv. W/ Added Turn Lanes on E, W, & S Approaches	R-41579	1401845	PE RW CN	620,000	20,000	500,000			2019	496,000 416,000	124,000 104,000
							2,944,071			2,355,257	588,814
SR 930 1.68 miles W of US 27 (Goshen Rd), Added left turn lane on W approach Intersect. Improv. W/ Added Turn Lanes	R-41129	1401850	RW CN	50,000 500,000	500,000					40,000 800,000	10,000 200,000
SR 930 4.97 mi w/o I-469 (Cloverleaf) to 0.54 mi w/o I-469 (Minnich) HMA Overlay, Preventative Maint	RS-41808	1701341	CN	2,738,667						2,190,934	547,733
Various Locations Statewide		1802826	PE	3,000,000						2,400,000	600,000
Statewide On-Call Consultant Review			PE PE PE PE		3,000,000	3,000,000	3,000,000			2,400,000 2,400,000 2,400,000	600,000 600,000 600,000
Various Locations in the FW District	R-41804	1802787	PE RW CN	25,000 419,289					2019	259,680 20,000	64,920 5,000
Construct ADA Sidewalk Ramps										335,431	83,858
Various Locations in the FW District	R-41805	1802788	PE RW CN	25,000 450,540					2019	308,440 20,000	77,110 5,000
Construct ADA Sidewalk Ramps										360,432	90,108

## INDOT Roadway Projects

Project Location (Description of Project)	Contract #	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds
				2020	2021	2022	2023	2024*			
Various Locations in Fort Wayne District Bridge Deck Overlay	B-38565	Various	CN	8,679,042						7,811,138	867,904
Various Locations in Fort Wayne District Repair Or Replace Joints	B-41000	Various	CN	531,867						478,680	53,187
Various Locations in Fort Wayne District Bridge Deck Overlay	B-41070	Various	CN		13,630,591					12,267,532	1,363,059
Various Locations in Fort Wayne District Bridge Thin Deck Overlay	B-41071	Various	CN		1,114,370					891,496	222,874
Various Locations in Fort Wayne District Small Structure Replacement	R-39902	Various	RW CN	20,000	630,176					16,000 504,141	4,000 126,035
Various Locations in Fort Wayne District Various Road & Bridge Replacements	R-40485	Various	PE PE RW CN CN	2,018 2,019	65,000	15,087,977 9,836,815			2018 2019	190,000 57,000 52,000 12,070,382 7,869,452	48,000 143,000 13,000 3,017,595 1,967,363
Various Locations in Fort Wayne District Small Structure Pipe Lining	R-41069	Various	CN		6,061,262					5,455,136	606,126
Various Locations in Fort Wayne District Small Structure Pipe Lining	R-41810	Various	CN		572,288					457,830	114,458
Various Locations in Fort Wayne District Traffic Signals Modernization	T-40049	1700320	CN	1,644,035						1,315,228	328,807

\*The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2020-2023. The Fifth year (FY 2024) is for informational purposes only.

# Indiana Department of Transportation

## Projects FY 20 - 24

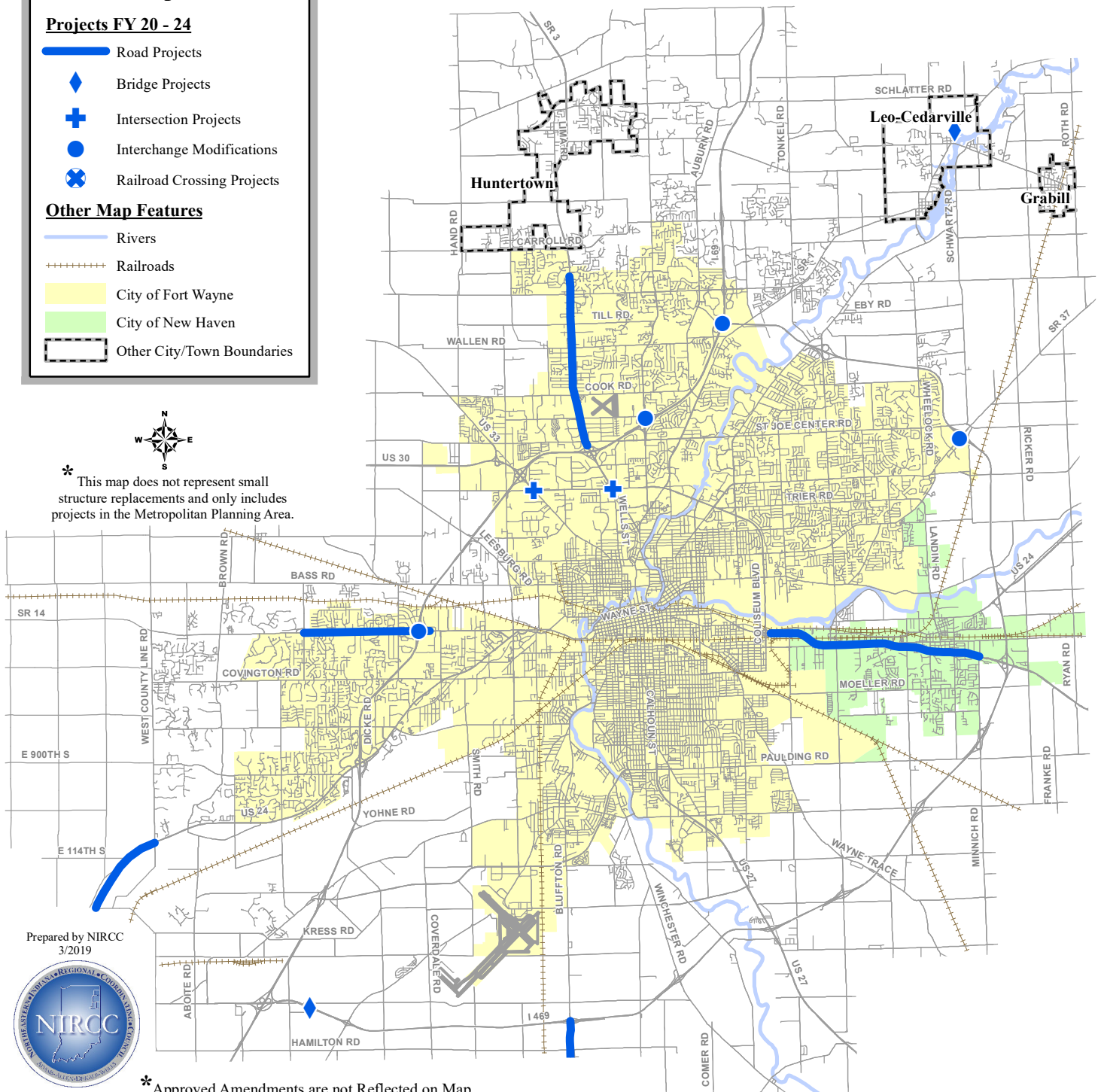
- Road Projects
- ◆ Bridge Projects
- + Intersection Projects
- Interchange Modifications
- ✕ Railroad Crossing Projects

## Other Map Features

- Rivers
- + + + + + Railroads
- City of Fort Wayne
- City of New Haven
- Other City/Town Boundaries



\* This map does not represent small structure replacements and only includes projects in the Metropolitan Planning Area.



Prepared by NIRCC  
3/2019



\* Approved Amendments are not Reflected on Map.

## GROUPED PROJECTS

Transportation planning regulations applicable to the development and content of Transportation Improvement Programs (TIPs) allow projects that are not considered to be of appropriate scale for individual identification to be combined or grouped under a single listing. Such listings are grouped by function, work type, and /or geographic area and must be consistent with the exempt project classification contained in the Environmental Protection Agency's Transportation Conformity Regulations (40 CFR part 93). Such projects are usually non-controversial and produce negligible impacts (other than positive benefits for safety, traffic operations, or preservation). Typically, these types of projects are undertaken to correct existing problems/deficiencies, enhance preservation, or improve safety. They may be the result of successful grant applications by local governments or entities.

For the reasons noted above, the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) have developed streamlined procedures for incorporating such projects into the TIP. Individual projects from grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope, and cost) and approved. Allowing such TIP changes to be made by Administrative Modification rather than Amendment simplifies and streamlines TIP maintenance and project approval processes.

Grouped project categories utilized by the Northeastern Indiana Regional Coordinating Council (NIRCC), the Fort Wayne Metropolitan Planning Organization (MPO) are shown in Table XXX. The list was developed cooperatively with INDOT and FHWA. By listing these project types in the TIP, planning process stakeholders and the general public are informed of the types of

potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

When projects fitting within a Grouped Project category are identified by INDOT they will be forwarded to the MPO with a commitment of funding (within financially constrained balances available on a statewide level) for inclusion in the TIP. Project information will include estimated costs, type of funds and fiscal year. Fiscal constraint for grouped projects is maintained by the state transportation agency on a statewide level and is demonstrated on an annual basis for the Statewide Transportation Improvement Program.

**Table IX-a: FY 2020-2024 TIP Grouped Projects**

Grouped Project Category	Est Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Sponsor
1. Pavement Preservation	0.0	2020	0.0	0.0	INDOT
	0.0	2021	0.0	0.0	
	0.0	2022	0.0	0.0	
	0.0	2023	0.0	0.0	
	0.0	2024	0.0	0.0	
2. Bridge, Culvert & Small Structure Preservation	0.0	2020	0.0	0.0	INDOT
	0.0	2021	0.0	0.0	
	0.0	2022	0.0	0.0	
	0.0	2023	0.0	0.0	
	0.0	2024	0.0	0.0	
3. Signing, Marking, Striping & Rumble Strips	0.0	2020	0.0	0.0	INDOT
	0.0	2021	0.0	0.0	
	0.0	2022	0.0	0.0	
	0.0	2023	0.0	0.0	
	0.0	2024	0.0	0.0	
4. Traffic Signal & Lighting System Improvements	0.0	2020	0.0	0.0	INDOT
	0.0	2021	0.0	0.0	
	0.0	2022	0.0	0.0	
	0.0	2023	0.0	0.0	
	0.0	2024	0.0	0.0	
5. Guardrail & Median Protection/Cable Barriers	0.0	2020	0.0	0.0	INDOT
	0.0	2021	0.0	0.0	
	0.0	2022	0.0	0.0	
	0.0	2023	0.0	0.0	
	0.0	2024	0.0	0.0	
6. Rail Crossing Protection	0.0	2020	0.0	0.0	INDOT
	0.0	2021	0.0	0.0	
	0.0	2022	0.0	0.0	
	0.0	2023	0.0	0.0	
	0.0	2024	0.0	0.0	
7. Bicycle/Pedestrian Facilities <i>(identified in local or state Transition Plans to meet requirements of ADA)</i>	0.0	2020	0.0	0.0	INDOT
	0.0	2021	0.0	0.0	
	0.0	2022	0.0	0.0	
	0.0	2023	0.0	0.0	
	0.0	2024	0.0	0.0	

Federal Regulations permit projects that are not considered to be of appropriate scale for individual listing to be combined or Grouped under a single listing. Such listings are grouped by function, work type, or geographical area and must be consistent with the exempt project classification contained in EPA's *Transportation Conformity Regulations* (40 CFR part 93). Individual projects from the grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved.

See Appendix F for a detailed listing of each Grouped Project amended into the FY2020-2024 Transportation Improvement Program (TIP).



## **X. STATUS REPORT FOR FY 2018 & FY 2019 PROJECTS**

LOCAL PROJECTS  
LOCAL TRANSIT PROJECTS  
INDOT PROJECTS



## FY 18 & FY19 TIP LOCAL PROJECTS

### ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH STP (33C)/CMAQ/HES/HSIP/BR

DES #	Project	Phase	LPA	Status	Letting Date/Comments
1592872	Allen County Bridge Inspection	PE	AC	In Process	PE only for inspections
1801426	Amstutz Rd: Hosler Rd to Leo Rd/SR 1	PE	LC	In Process	10/12/2023
1400694	Broadway St/Landin Rd - North River Rd to Bell Ave	RW	NH	In Process	11/11/2020
1801749	Carroll Rd- e/o Bethel Rd to Millstone; SR 3/Lima Rd to Coral Springs Dr/Shearwater Run	PE	HT	In Process	10/13/2022
0901798	Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	CN	FW	In Process	10/12/2017
1297238	Liberty Mills Rd & County Line Rd	CN	AC	Completed	10/12/2017
1382818	Minnich Rd and Tillman Rd	CN	AC	Completed	1/18/2018
0710322	St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct	CN	FW	In Process	7/11/2018
1005151	State Blvd - Spy Run Ave to Clinton St	CN	FW	Completed	8/9/2017
1005154	State Blvd - Clinton St to Cass St	CN	FW	In Process	2/6/2019
1005152	State Blvd - Clinton St to Cass St	CN	FW	In Process	2/6/2019
1005155	State Blvd - Clinton St to Cass St	CN	FW	In Process	2/6/2019
1801295	UPWP HSIP Funds	PE	NIRCC	Completed	PE only
1382497	Washington Center Rd - Bridge over Spy Run Creek	CN	AC	Completed	1/18/2018

### PROJECTS FUNDED WITH STP Group IV

DES #	Project	Phase	LPA	Status	Letting Date/Comments
0901973	Ryan Rd - Dawkins Rd to US 24	CN	AC	In Process	3/14/2018

# FEDERAL TRANSIT ADMINISTRATION

Section 5307 / 5340 / 5339 - Funds

Fort Wayne Public Transportation Corporation

FY 2018 & 2019

DES #	Capital Equipment Purchases (Section 5307/5340/5339 Funds)		LPA	STATUS
1500851	Capitalization of Maintenance		Citilink	IN-2019-002 obligated on 2/8/19
1500852	Paratransit		Citilink	IN-2019-002 obligated on 2/8/19
1500856	Special Rule Operations		Citilink	IN-2019-002 obligated on 2/8/19
1700475	One (1) Heavy Duty Replacement Hybrid Buses		Citilink	IN-2018-011 obligated on 7/11/2018
1700476	One (1) Heavy Duty Replacement Hybrid Buses		Citilink	IN-2018-011 obligated on 7/11/2018

## INDIANA DEPARTMENT OF TRANSPORTATION

Project Location (Description of Project)	DES #	Phase	Status	Letting Date/Comments
SR 1 Bridge over Deptmer Ditch, 1.18 miles S of I-469  Scour Protection (Erosion)	1592634	CN	Complete	Letting 11/15/17
SR 1 2.48 miles N of US 224 to I 469 HMA Overlay, Functional	1600407	CN	In-process	Letting 7/10/19
SR 1 SR 1 at Clay Street in Leo-Cedarville Demolition, Remove Buildings, Foundations	1602272	PE	complete	Letting 7/11/2018
SR 1 over Conrad Ditch, 6.68 mi n/o I-69 Bridge Replacement, Other Construction	1800050	PE	In-process	Letting 11/16/2022
SR 3 Bridge Over Willow Creek, NB, 3.84 Miles South of SR 205.  Bridge Deck Overlay	1500801	CN	Complete	Letting 5/10/2018
SR 3 Bridge Over Willow Creek, SB, 3.84 Miles South of SR 205.  Bridge Deck Overlay	1500802	CN	Complete	Letting 5/10/2018
SR 3 I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventive Maintenance	1592638	PE	Complete	Letting 8/7/2019
SR 3 9.0 mi n/o I-69 to 9.49 mi s/o US 6 HMA Overlay, Preventive Maintenance	1700249	PE	In-Process	Letting 12/11/19
SR 14 2.44 mi w/o I-69 to 0.28 mi e/o I-69 HMA Overlay, Preventive Maintenance	1600115	PE	In-Process	Letting 12/9/2020
US 27 Pipeliner for Valentine Ditch, 3.2 miles N of Adams/Allen Co Line.  Small Structure Pipe Lining	0301145	CN	Complete	Letting 05/10/2018
US 27 Between 6.29 mi S of SR 930 (Paulding Rd) to 0.99 mi S of SR 930 (Edgewood D  Traffic Signals Modernization	1172175	CN	Complete	Letting 12/13/17
US 27 From 6.29 mi S of SR 930 (Paulding Rd) to 0.99 mi S of SR 930 (Edgewood Dr)  HMA Overlay, Preventive Maintenance	1296321	CN	Complete	Letting 12/13/17
US 27 Bridge Over Houk Ditch, NBL, 0.72 Miles North of I-469  Bridge Deck Overlay	1500787	CN	Complete	Letting 11/15/17

<b>Project Location (Description of Project)</b>	<b>DES #</b>	<b>Phase</b>	<b>Status</b>	<b>Letting Date/Comments</b>
US 27 Bridge Over Houk Ditch, SBL, 0.72 Miles North of I-469.  Bridge Deck Overlay	1500788	CN	Complete	Letting 11/15/17
US 27 Bridge Over Berning Creek NB, 4.81 Miles South of I-469.  Bridge Deck Overlay	1500803	CN	Complete	Letting 11/15/17
US 27 Bridge Over Berning Creek SB, 4.81 Miles South of I-469.  Bridge Deck Overlay	1500804	CN	Complete	Letting 11/15/17
US 30 Intersection of US 30 & SR 101, Allen County  Other Intersection Improvement	1298055	CN	Complete	Letting 3/14/18
US 30 0.23 miles E of US 33 (Hillegas Road Over US 30/US 33)  Bridge Replacement, Other Construction	1383457	RW CN	Complete Complete	Letting 12/13/2017
US 30 US 30 bridge over Flatrock Creek, EB, 0.79 miles E of SR 101  Bridge Painting	1592659	CN	In-process	Letting 9/12/18
US 30 US 30 bridge over Flatrock Creek, WB, 0.79 miles E of SR 101  Bridge Painting	1592661	CN	In-process	Letting 9/12/18
US 30 Bridge over Flatrock Creek, WB, 0.79 miles E of SR 101  Bridge Deck Overlay	1600194	CN	In-process	Letting 9/12/18
US 30 Bridge over Flatrock Creek, EB Lane, 0.79 miles E of SR 101  Bridge Deck Overlay	1600238	CN	In-process	Letting 9/12/18
US 33 Bridge US 33 over US 30  Bridge Painting	1592680	CN	Complete	Letting 12/13/17
US 33 3.57 mi n/o US 30, UNT of Sutorious Ditch Small Structure Replacement	1600411	PE	In-Process	Letting 1/13/21
US 33 Various Locations, From US 30 to US 20.  Traffic Signal Visibility Improvements	1601788	CN	Complete	Letting 2/7/18

<b>Project Location (Description of Project)</b>	<b>DES #</b>	<b>Phase</b>	<b>Status</b>	<b>Letting Date/Comments</b>
US 33 Bridge over Johnson Ditch, 5.33 mi n/o US 30 Bridge Deck Overlay	1700224	PE	In-Process	Letting 12/11/19
SR 37 Over Branch #2, Sowers Ditch, 3.05 miles N of SR 10 Small Structure Pipe Lining	1383542	RW	Complete	Letting 8/7/19
SR 37 Bridge over Wann Ditch, 0.38 miles S of SR 101 Scour Protection (Erosion)	1592648	CN	Complete	Letting 11/15/17
I-69 Hillegas Road Bridge over I-69, 0.48 miles S of US 30 *HSIP Urban Funding **match funding is Fort Wayne Bridge Deck Replacement & Widening	1006172 1401164	CN CN	In-process In-process	Letting 12/13/17 Letting 12/13/17
I-69 I-69 Various Locations - SR 5 to 1.24M S of US24 & US6 to 1.18M. N of SR4. Install New Cable Rail Barriers	1297947	CN	Complete	Letting 2/7/18
I-69 1.08 mi n/o SR 14 (Bass Rd Bridge over I-69) Bridge Deck Overlay and Widening	1383242	CN	In-Process	Letting 5/31/18
I-69 0.68 miles S of US 224 to 9.52 miles N of US 224 HMA Overlay, Preventive Maintenance	1592633	PE/CE CN	Complete Complete	Letting 2/7/18
I-69 Bridge over NS Railroad(Chicago), NB Lane, 0.53 miles N of SR 14 Substructure Repair And Rehabilitation	1592908	CN	Complete	Letting 8/9/17
I-69 Bridge over NS Railroad(Chicago), SB Lane, 0.553 mi Substructure Repair And Rehabilitation	1592914	CN	Complete	Letting 8/9/17
I-69 Bridge over CFE Railroad, NB Lane, 0.81 miles N of SR 14 Substructure Repair And Rehabilitation	1592916	CN	Complete	Letting 8/9/17
I-69 Bridge over CFE Railroad, SB Lane, 0.81 miles N of SR 14 Substructure Repair And Rehabilitation	1592917	CN	Complete	Letting 8/9/17
I-69 Bridge over US 24 NB, 3.21 miles S of SR 14 Repair Or Replace Joints	1592926	CN	Complete	Letting 8/9/17
I-69 Bridge over US 24, SB, 3.21 miles S of SR 14 Repair Or Replace Joints	1592927	CN	Complete	Letting 8/9/17

<b>Project Location (Description of Project)</b>	<b>DES #</b>	<b>Phase</b>	<b>Status</b>	<b>Letting Date/Comments</b>
I-69 Huntington Road over I 69, 2.97 miles S of US 24  Substructure Repair And Rehabilitation	1592980	CN	Complete	Letting 8/9/17
I-69 0.47 miles N of SR 1 to 9.46 miles N of SR 1  HMA Overlay, Preventive Maintenance	1600232	CN	In-process	Letting 4/3/19
I-69 Bridge over Hadley Rd, SBL, 0.97 mi s/o SR 14 Bridge Rehabilitation or Repair	1602275	CN	Complete	Letting 7/12/17
I-69 S Jct of I-69/I-469 Interchange - Loop Ramp from WB Lafayette Ctr to SB I-69 Small Structure Pipe Lining	1700221	PE	In-Process	Letting 8/7/19
SR 101 From 0.18 mi N of US 24 to 8.49 mi N of US 24  HMA Overlay, Structural	1296471	CN	Complete	Letting 3/14/18
SR 101 Mourey Ditch, 2.60 miles N of US 30  Small Structure Pipe Lining	1383552	RW CN	In-process Moved to FY 21	Letting 1/13/21
SR 101 Bridge Over Hamm Ditch, 1.49 Miles North of SR 37  Bridge Deck Overlay	1500781	CN	In-process	Letting 10/11/18
SR 205 Pipeliner for Johnson Ditch, 2.09 miles N of US 33  Small Structure Pipe Lining	1296076	CN	Complete	Letting 7/12/17
I-469 I-469 at the US 24 Interchange Interchange Modification	1383675	RW CN CN	In-process In-process In-process	Letting 3/6/19
I-469 Pipeliner, WB On Ramp, 4.0 Miles East of US 27.  Small Structure Pipe Lining	1500829	CN	Removed	
I-469 From 0.54 Miles East of I-69 South to 2.28 Miles East of SR 1 (Winchester Rd).  Concrete Pavement Restoration (CPR)	1500837	CN	Complete	Letting 1/18/18
I-469 WB off ramp, 1.76 miles E of US 27  Small Structure Pipe Lining	1592490	CN	In-process	Letting 7/11/18
I-469 Bridge over St. Mary River, EB, 0.45 miles W of US 2  Debris Removal From Channel	1592918	CN	Removed	
I-469 Bridge over Maplecrest Road EB, 3.99 miles E of SR 37  Substructure Repair And Rehabilitation	1592955	CN	Complete	Letting 8/9/17

<b>Project Location (Description of Project)</b>	<b>DES #</b>	<b>Phase</b>	<b>Status</b>	<b>Letting Date/Comments</b>
I-469 Bridge WB Over - Maplecrest Road NB/SB, 3.99 miles E of SR 37  Substructure Repair And Rehabilitation	1592989	CN	Complete	Letting 8/9/17
I-469 Pipe Liner, Unnamed Tributary of Brindle Ditch, 3.76 miles E of I-69  Small Structure Pipe Lining	1600240	CN	In-process	Letting 7/11/18
I-469 NB Bridge on I-469 at the US 24 Interchange  Bridge Deck Overlay	1600316	CN	In-process	Letting 3/6/19
I-469 SB Bridge on I-469 at the US 24 Interchange  Bridge Deck Overlay	1600317	CN	In-process	Letting 3/6/19
I-469 1.76 mi e/o I-469 S Jct at I-69 to 2.01 mi e/o I-469 S Jct at I-69 HMA Overlay, Preventative Maintenance	1601216	PE CN	Complete Complete	Letting 7/12/17
I-469 Bridge over Feighner Rd, 0.54 mi e/o I-69 Replace Superstructure	1601889 1601890	PE RW CN	Complete Complete Complete	Letting 1/18/18
SR 930 0.77 M.E. of US 27(at Coldwater Rd), Add Right Turn Lanes on N,E, & W approaches  Intersect. Improv. W/ Added Turn Lanes	1296911	CN	Complete	Letting 12/13/17
SR 930 1.68 mi w/o US 27 (Goshen Rd), Added left turn lanes on N, E & W approaches Intersect. Improv. W/ Added Turn Lanes	1401850	PE RW CN	In-Process In-Process In-Process	Letting 11/10/20
SR 930 Bridge Over Spy Run Creek WB, 0.74 Miles West of US 27.  Bridge Thin Deck Overlay	1500784	CN	Complete	Letting 11/15/17
SR 930 Bridge over Trier Ditch, 2.05 miles W of I-469  Bridge Deck Replacement	1600227	PE CN	In-process In-process	Letting 3/6/19
Railroad Crossing Monroeville Rd at CFE RR #532328Y near Hoagland  Railroad Protection	1700527	PE CN	In-process In-process	
Railroad Crossing Van Buren St at NS RR DOT# 478025T in Fort Wayne  Railroad Protection	1500181	CN	Complete	
Various Various Fort Wayne District Locations in Harlan (SR 37) and Monroeville (SR 101)  Construct ADA Approved Sidewalk Ramps	1601183	CN	Complete	Letting 3/14/18

<b>Project Location (Description of Project)</b>	<b>DES #</b>	<b>Phase</b>	<b>Status</b>	<b>Letting Date/Comments</b>
Various Various Fort Wayne District Locations Traffic Signals Modernization	1700316	PE CN	Complte In-Process	Letting 2/6/19
Various Various Fort Wayne District Locations Traffic Signals Modernization	1700320	PE	In-Process	Letting 2/5/20



## **APPENDIX A**



## **Participation Plan Transportation Improvement Program**

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have required a Transportation Improvement Program (TIP) since 1977 from urbanized areas that have a population exceeding 50,000 people. The preparation and submission of a TIP is necessary in order to obtain federal assistance for transportation projects within the metropolitan planning area. The regulations define the TIP as a staged multi-year program of federally assisted transportation projects. The functional groups assisting the Northeast Indiana Regional coordinating council (NIRCC) in this regard have determined a four-year program, updated annually best serves the transportation needs of the Fort Wayne-New Haven-Allen County Metropolitan Planning Area.

The TIP has historically included projects selected from the Management Systems and the Transportation Plan. The TIP has also included projects from the Indiana Department of Transportation and from the Fort Wayne Public Transportation Corporation (CITILINK). The TIP has been updated annually by the Urban Transportation Advisory Board and approved by NIRCC as the Metropolitan Planning Organization (MPO). The implementing agencies with jurisdiction in the metropolitan planning area have participated on UTAB and NIRCC for many years. The TIP has served the local officials of the Fort Wayne urbanized area as a transportation capital improvement program for federally assisted projects.

The primary concern for this process is to ensure that interested parties can participate in the process with a reasonable opportunity to comment before the TIP is adopted. The process is initiated through a high level of direct public involvement in the Management Systems and the Transportation Plan (the two areas where projects are selected for inclusion in the TIP). Therefore, projects and policies selected for inclusion in the TIP should be familiar to local residents and interested parties. In addition, specific steps to inform the public and interested parties of the development and content of the TIP are described below.

The public involvement process with the TIP includes several mechanisms to fulfill this objective. These include: open board and committee meetings; citizen and agency meetings; newsletters and annual reports; release of information to the news media; posting of the TIP on the NIRCC web site; and publication of the adopted TIP document.

The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. The preparation of the TIP including project selection is primarily conducted at UTAB meetings. The UTAB meetings are scheduled for the entire calendar year and are generally on the first Tuesday of each month. The NIRCC meetings are scheduled “as needed” at least two weeks in advance. The meetings of both NIRCC and UTAB are all open to the public. Meeting notices, agendas, and minutes are sent to all interested parties including: citizens; affected public agencies; representatives of transportation agency employees; organizations representing minority and low income populations; and private providers of transportation services.

Citizen meetings are sponsored by the Council to gain public input to the transportation planning process. These meetings are informal, allowing citizens to ask questions, provide ideas, and discuss all aspects of local plans, programs, and funding for both transit and highway projects. In addition, presentations to organizations and neighborhood associations are used to supplement the citizen participation program through the exchange of information. These sessions include discussion of transit and highway improvements, and afford these groups the opportunity to comment on transportation plans and programs of the Council.

The general citizen involvement meeting held in the spring of each year will have a special emphasis on presenting and discussing the upcoming TIP. This meeting is held prior to TIP adoption to allow opportunity for public comment. Comments regarding the TIP are presented to UTAB and NIRCC. Any significant oral or written comment and response is appropriately documented in the TIP. As part of the TIP process, an annual list of federally obligated transportation projects will be published and posted on the NIRCC web site.

The Council prepares and distributes to the public annual reports and newsletters. These publications contain information on a wide range of transportation planning issues. Special sections in these publications describe the Transportation Improvement Program, display maps of project locations, and list highway and transit projects.

The meeting schedules and agendas are routinely sent to the news media one week to ten days prior to each meeting. Discussion of agenda items are often conducted with the media to help them understand specifically what UTAB intends to review and approve. Special requests are made to the news media to print highway and transit projects as proposed for inclusion in the TIP. This process has been well received and the news media has provided a valuable service to the transportation planning process through its coverage of transportation planning issues. In addition, the results of board action are also covered by the news media.

NIRCC consults with agencies and officials responsible for other planning within the Metropolitan Planning Area as part of the transportation planning program. The TIP is developed with consideration of other planning activities within, and outside the Metropolitan Planning Area. This consideration includes review and comparisons with planning documents developed by other agencies. The Public Transportation operator is directly involved in the development of the TIP.

Finally, upon completion and adoption, the TIP is published as a document and made available for review in the NIRCC office. The TIP contains highway, transit, bicycle and pedestrian projects for both local and state governments within the Metropolitan Planning Area. The TIP includes responses to comments and concerns received through the participation process. Copies of the TIP are available to UTAB members, implementing agencies, and other public officials via the NIRCC website.

## Comments from the March 19, 2019 Transportation Open House and Comment Period

- 1) **Comment/Question:** Please support passenger rail between Fort Wayne and Chicago. Eventually we would like a passenger corridor from Fort Wayne to Columbus, Ohio.

**Response:** NIRCC, Fort Wayne and Allen County have all supported the passenger rail corridor from Columbus, Ohio to Chicago, Illinois through Fort Wayne.

- 2) **Comment/Question:** A citizen suggests turning the intersection at Dupont Road and Bethel Road into a roundabout.

**Response:** When an intersection improvement is developed for the intersection of Dupont Road and Bethel Road, a roundabout will be considered.

- 3) **Comment/Question:** A citizen sent in a compliment on the Bass Road and Hadley Road roundabout, “it is great!”

- 4) **Comment/Question:** The Parnell Avenue SB left turn lane (to EB Coliseum Boulevard) continuously backs up, sometimes past California Road. Currently the lane configuration is one left turn lane, a through lane and a thru/right turn lane, a total of three lanes. Could you make the through lane a left turn lane so that you had two left turn lanes and a thru/right turn lane (still a total of three lanes)?

**Response:** NIRCC facilitated a meeting with representatives from the City of Fort Wayne, Indiana Department of Transportation and Allen County War Memorial Coliseum to discuss this intersection. Traffic data is being gathered to further study the operational characteristics of this intersection and access to parking at the Coliseum. Fort Wayne Traffic Engineering has a modification under development for Parnell Avenue between Coliseum Boulevard/SR 930 and Clinton Street. The modification will include some access revisions and additional signage that may impact traffic flow and encourage better utilization of Paul Shaffer Drive. The consensus of the group was to wait until the modification to Parnell Avenue was complete and then re-evaluate the intersection. Concern was expressed that a dual southbound to eastbound left turn may limit the flexibility that motorists currently have when selecting an entrance for parking at the Coliseum.

- 5) **Comment/Question:** A citizen would like to see improvements to increase the visibility at the Hand Road and Carroll Road intersection. Possible improvements could be a 4-way stop, LED stop sign lights, or stop sign accessories such as delineators or markers.

**Response:** Huntertown has purchased Spin Alerts to be installed on stop signs. This intersection will continue to be evaluated for additional improvements.



## **APPENDIX B**



## **Project Selection Process**

Corresponds to Evaluation

1. This will be completed by NIRCC
2. This will be completed by NIRCC
3. Is this a rehabilitation project? No added travel lanes included in this project.
4. Will this project improve access and circulation to the existing properties with added turn lanes, new signals, etc.?
5. Have improvements been made to other segments of this corridor previously? Such as added travel lanes?
6. This will be completed by NIRCC
7. This will be completed by NIRCC
8. Will this project encourage other modes of transportation? Does it include new trails or sidewalks? Do the trails or sidewalks connect to other trails or sidewalks now? Are there new bus huts? Is there a park & ride lot?
9. Have accesses been closed or made into right-in/right-out with this project?
10. This will be completed by NIRCC
11. This will be completed by NIRCC
12. Does this project make undeveloped property more attractive to developers? By providing new access, new signals, etc.
13. Is there more than one commercial/industrial area within the project limits (or just beyond the limits) that is now connected by this project?
14. Will congestion be reduced in this area because of this project allowing better service to existing commercial and industrial facilities? Because of this project will it be easier to access major corridors in the area to expedite movement of goods?
15. Does this project increase the likelihood of development of vacant land and/or buildings because of better access and movement of goods?
16. Will the project increase the efficient movement of people and goods?
17. Is this project adjacent to an intermodal facility? Is this project part of the main corridor to an intermodal facility?
18. Will congestion be reduced in this area because of this project allowing more efficient service to an intermodal facility?
19. Will this project be using safety funds?
20. Does this project add any sidewalks/trails/paths? Is it on both sides of road or just one side?
21. Will people or businesses be displaced because of this project?
22. Is it anticipated that this project will reduce flooding in the adjacent areas? Will this project protect the environment in any other ways? Will this project eliminate or reduce any pollutions (noise, air, water &/or light)?

23. Is it anticipated that this project will increase economic activities/opportunities in this area? Will sidewalks, parks or connection to other recreational facilities be added with this project? Is this project supported by the adjacent neighborhoods?
24. If this project received at least 12 points in all of the categories (system info, congestion management, safety/crash, economic factors, intermodal, and quality of life) then it receives an additional 10 points.

## Project:

### System Info

		points	score
1	Federal Functional Classification	Expressway 15 Arterial 10 Collector 5	
2	Existing ADT (Average of Corridor Segments)	ADT x .00075 (Max: 25pts) <b>Enter ADT here: 0</b>	0.00
3	Existing System <i>Does project serve to maintain the existing system (rehabilitation project)?</i>	5	
4	Existing Development <i>Does the project enhance access and circulation to existing land uses?</i>	5	
5	Corridor Continuation <i>Is this project a continuation of improvements for this corridor?</i>	25	
<b>Total: (75 max)</b>			<b>0</b>

### Congestion Management

		points	score
6	Existing Operations (Level of Service - LOS)	LOS = F 20 LOS = E 15 LOS = D 10 LOS = C or higher 0	
7	Future Operations (Year 2030 LOS <b>Without</b> Project)	LOS = F 10 LOS = E 5	
8	Alternative Transportation Modes <i>Does the project promote increased transit ridership? Does the project support or promote increased use of other modes of transportation (i.e. bicycles, vanpooling, rideshare, etc.)?</i>	5	
9	Improved Access <i>Example: reduction or limiting the number of access points that enter a major corridor</i>	5	
<b>Total: 40 (max)</b>			<b>0</b>

### Safety/Crash (minimum of 3 years of data)

		points	score
10	Intersection	RMV $\geq 2.50$ OR $I_{cc} \geq 1.00$ 20	
	RMV - number of crashes/million	RMV $\geq 2.00$ OR $I_{cc} \geq 1.00$ 15	
	entering vehicles OR Crash Severity	RMV $\geq 1.50$ OR $I_{cc} \geq 0.75$ 10	
	Index	RMV $\geq 1.00$ OR $I_{cc} \geq 0.50$ 5	
*Add an additional 5 points for any location that has a RMV > than 2.00 <b>AND</b> an $I_{cc} > 1.00$			

**OR**

11	Roadway Segments	RMV $\geq 1$ OR $I_{cc} \geq 1.00$ 20	
		RMV $\geq 0.75$ OR $I_{cc} \geq 0.75$ 15	
		RMV $\geq 0.5$ OR $I_{cc} \geq 0.5$ 10	
		RMV < 0.5 OR $I_{cc} < 0.5$ 0	
*Add an additional 5 points for any location that has a RMV > than 2.00 <b>AND</b> an $I_{cc} > 1.00$			
<b>Total: 25 (max)</b>			<b>0</b>

<b>Economic Factors</b>		points	score
12	Projected Development <i>Does the project support or enhance access and circulation to any known or potential future development?</i>	10	
13	Economic Activity <i>Does the project connect economic activity areas?</i>	5	
14	Enhanced Service <i>Does the project enhance service to existing activity centers?</i>	5	
15	Development & Redevelopment <i>Does the project support in-fill land development and/or redevelopment of areas?</i>	5	
16	Movement of People and Goods <i>Does the project enhance the movement of goods and persons?</i>	5	
<b>Total:</b>		<b>30 (max)</b>	<b>0</b>

<b>Intermodal</b>		points	score
17	Improved Access <i>Does the project complete a missing link to an intermodal facility (seaports, airports, bus terminals, and rail yards)? Does the project improve access to or reduce congestion surrounding an intermodal facility?</i>	10	
18	Congestion <i>Does the project improve congestion on an established truck route?</i>	5	
19	Safety & Mobility <i>Improves safety and/or eliminates existing impediment on established truck route</i>	5	
<b>Total:</b>		<b>20 (max)</b>	<b>0</b>

<b>Quality of Life</b>		points	score
20	Includes sidewalk and/or trails both sides of road one side of road	10 5	
21	Permanent Neighborhood Disruption / Relocation No Acq of homes or businesses No knowledge Requires Acq of homes or businesses	5 0 -5	
22	Protecting the Environment <i>Example: will reduce flooding in area; reduces noise, air, water &amp;/or light pollution</i>	5	
23	Benefit to the community <i>Does the project provide economic, social, environmental, safety or physical benefits to the community?</i>	5	
<b>Total:</b>		<b>25 (max)</b>	<b>0</b>

<b>Bonus</b>		points	score
24	received 12 pts or more in all categories	10	

**Total: 225 (max) 0**



## **APPENDIX C**



## Long Range Transportation Plan Project Identification Number

LRP No.	Project Location	Project Description	Time Period
30-001	Connector Street from Wells Street to Spy Run Avenue	New two-lane construction	2
30(II)-002	Paul Shaffer Drive from Clinton Street to California Road	New two-lane construction	3
25-003	Interstate 69 at Hursh Road	Interchange-new construction	3
25-004	Adams Center Road-State Road 930 to Moeller Road	Widening to four lanes	2
30-005	Ardmore Avenue - Covington Road to Engle Road	Widening to four lanes	2
30-006	Ardmore Avenue – Engle Road to Lower Huntington Road	Widening to four lanes	3
25-007	Clinton Street – Auburn Road to Wallen Road	Widening to four lanes	2
25-008	Clinton Street – Wallen Road to Dupont Road/State Road 1	Widening to four lanes	3
35-009	Diebold Road – Clinton Street to Dupont Road/State Road 1	Widening to four lanes	2
25-010	Dupont Road – Coldwater Road to Lima Road/State Road 3	Widening to four lanes	1
25-011	Hillegas Road – s/o Bass Road to Coliseum Boulevard	Widening to four lanes	2
25-012	Hillegas Road – Coliseum Boulevard to Washington Center Road	Widening to four lanes	3
35-113	Lafayette Center Road/E 900 North Road-Fogwell Parkway to US 24	Widening to four lanes	1
10-014	Maplecrest Road – Lake Avenue to State Boulevard	Widening to four lanes	1
10-015	Maplecrest Road – State Boulevard to Stellhorn Road	Widening to four lanes	2
30-016	Maysville Road – Stellhorn Road to Koester Ditch	Widening to four lanes	1
10-017	State Boulevard – Spy Run Avenue to Clinton Street	Widening to four lanes	1
10-018	State Boulevard – Clinton Street to Cass Street	Widening to four lanes	2
35-019	Stellhorn Road – Maplecrest Road to Maysville Road	Widening to four lanes	3
10-020	Tonkel Road – Dupont Road/State Road 1 to Union Chapel Road	Widening to four lanes	3
25-021	Washington Center Road – Lima Road/State Road 3 to US 33	Widening to four lanes	3
15-022	Auburn Road – Cook Road to Interstate 469 Exit Ramp (3-lane)	Center turn lane improvement	3
25-023	Coldwater Road – Mill Lake Road to Union Chapel Road (3-lane)	Center turn lane improvement	2
30-024	Engle Road – Bluffton Road to Smith Road (3-lane)	Center turn lane improvement	2
25-025	Gump Road – State Road 3 to Coldwater Road (3-lane)	Center turn lane improvement	1
25-026	Gump Road – Coldwater Road to Auburn Road (3-lane)	Center turn lane improvement	2
10-027	Saint Joe Center Road – Clinton Street to River Run Trail (5-lane)	Center turn lane improvement	2
35-028	Saint Joe Center Road – Reed Road to Maplecrest Road	Center turn lane improvement	2
35-029	Saint Joe Center Road – Maplecrest Road to Meijer Drive (3-lane)	Center turn lane improvement	3
25-030	Jefferson Boulevard from Lutheran Hospital Entrance to Interstate 69 Ramps	Turn Lane Extension	2
35-031	Anthony Boulevard – Tillman Road to Rudisill Boulevard	Road Reconstruction-Road Diet	2

35-032	Anthony Boulevard – Rudisill Boulevard to Pontiac Street	Road Reconstruction-Road Diet	2
35-033	Anthony Boulevard – Pontiac Street to Wayne Trace	Road Reconstruction-Road Diet	2
35-034	Anthony Boulevard – Wayne Trace to Crescent Avenue	Road Reconstruction-Road Diet	2
40-035	Broadway Street – Bell Avenue to North River Road	Road Reconstruction-Road Diet	2
40-036	Calhoun Street – Paulding Road to Tillman Road	Road Reconstruction-Road Diet	2
40-037	Clay Street – Main Street to Lewis Street	Road Reconstruction-Road Diet	2
35-038	Coliseum Boulevard/Pontiac Street-New Haven Avenue to Wayne Trace	Road Reconstruction-Road Diet	2
40-039	Columbia Street – Saint Joe Boulevard to Lake Avenue	Road Reconstruction-Road Diet	2
40-040	Harrison Street – Superior Street to Second Street	Road Reconstruction-Road Diet	2
40-041	Hobson Road – Coliseum Boulevard to State Boulevard	Road Reconstruction-Road Diet	1
40-042	Lake Avenue – Saint Joe Boulevard to Delta Boulevard	Road Reconstruction-Road Diet	2
30-043	Landin Road – North River Road to Maysville Road	Road Reconstruction-Road Diet	2
35-044	Paulding Road – US 27/Lafayette Street to Anthony Boulevard	Road Reconstruction-Road Diet	2
35-045	Paulding Road – Anthony Boulevard to Hessen Cassel Road	Road Reconstruction-Road Diet	2
40-046	Superior Street – Calhoun Street to Wells Street	Road Reconstruction-Road Diet	2
40-047	Tillman Road – Anthony Boulevard to Hessen Cassel Road	Road Reconstruction-Road Diet	2
40-048	Washington Boulevard – Lafayette Street to Van Burn Street	Road Reconstruction-Road Diet	2
30-049	Bass Road, Hadley Road and Yellow River Road	Intersection Reconstruction	1
35-050	Bethel Road, Huguenard Road and Till Road	Intersection Reconstruction	1
35-051	Broadway and Taylor Street	Intersection Reconstruction	2
35-052	Clinton Street and Wallen Road	Intersection Reconstruction	2
25-053	Clinton Street and Washington Center/Saint Joe Center Road	Intersection Reconstruction	2
40-054	Constitution Way and Getz Road	Intersection Reconstruction	1
35-135	Coldwater Road and Ludwig Road	Intersection Reconstruction	2
40-055	Coldwater Road and Union Chapel Road	Intersection Reconstruction	2
35-056	Corbin Road and Union Chapel Road	Intersection Reconstruction	2
25-057	Coverdale Road, Winters Road and Indianapolis Road	Intersection Reconstruction	3
30(II)-058	Flaugh Road and Leesburg Road	Intersection Reconstruction	3
35-059	Goshen Road, Lillian Avenue and Sherman Street	Intersection Reconstruction	2
35-060	Green Road and State Road 930	Intersection Reconstruction	1
40-061	Homestead Road and Lower Huntington Road	Intersection Reconstruction	2
35-062	Leesburg Road and Main Street	Intersection Reconstruction	2
40-063	Liberty Mills Road and W County Line Road	Intersection Reconstruction	1
40-064	Ludwig Road and Huguenard Road	Intersection Reconstruction	2
40-065	Minnich Road and Tillman Road	Intersection Reconstruction	1

35-066	Rothman Road and Saint Joe Road	Intersection Reconstruction	3
40-067	State Road 930/Coliseum Boulevard and Coldwater Road	Intersection Reconstruction	2
40-068	State Road 930/Coliseum Boulevard and Goshen Road	Intersection Reconstruction	2
40-069	State Road 930/Coliseum Boulevard and US 27/Lima Road	Intersection Reconstruction	2
40-070	Wayne Trace and Monroeville Road	Intersection Reconstruction	2
35-071	Adams Center Road – Moeller Road to Paulding Road	Reconstruction and Realignment	3
35-072	Adams Center Road – Paulding Road to Interstate 469	Reconstruction and Realignment	3
30-073	Allen County/Whitley County Line Road – US 24 to SR 14	Reconstruction and Realignment	3
30(II)-074	Amstutz Road – Hosler Road to State Road 1/Leo Road	Reconstruction and Realignment	2
40-075	Ardmore Avenue – Airport Expressway to Ferguson Road	Reconstruction and Realignment	2
35-076	Bass Road – Hadley Road to Clifty Parkway	Reconstruction and Realignment	1
35-077	Bass Road – Clifty Parkway to Thomas Road	Reconstruction and Realignment	2
35-078	Bass Road – Thomas Road to Hillegas Road	Reconstruction and Realignment	2
35-079	Bass Road – Hadley Road to Scott Road	Reconstruction and Realignment	2
25-080	Carroll Road – Preserve Boulevard to Bethel Road	Reconstruction and Realignment	1
40-081	Carroll Road – State Road 3/Lima Road to Springs Drive	Reconstruction and Realignment	2
40-082	Carroll Road – Bethel Road to Millstone Drive	Reconstruction and Realignment	2
35-083	Coliseum Boulevard – Hillegas Road to 1,500' e/o Hillegas Road	Reconstruction and Realignment	1
40-084	Coldwater Road – Gump Road to Allen County Line Road	Reconstruction and Realignment	2
30(II)-085	Cook Road – US 33 to O'Day Road	Reconstruction and Realignment	3
30(II)-086	Crescent Avenue – Sirlin Drive to Coliseum Boulevard	Reconstruction and Realignment	3
40-087	Dunton Road – Hathaway Road to Cedar Canyons	Reconstruction and Realignment	2
35-088	Goshen Avenue – Sherman Boulevard to Coliseum Boulevard/State Road 930	Reconstruction and Realignment	2
40-089	Hathaway Road – Corbin Road to State Road 3/Lima Road	Reconstruction and Realignment	2
40-090	Hathaway Road – State Road 3/Lima Road to Hand Road	Reconstruction and Realignment	2
25-091	Huguenard Road – Washington Center Road to Cook Road	Reconstruction and Realignment	3
35-092	Lake Avenue – Reed Road to Maysville Road	Reconstruction and Realignment	3
35-093	Leesburg Road – Main Street to Jefferson Boulevard	Reconstruction and Realignment	2
25-094	Maysville Road – State Boulevard to Stellinghorn Road (3-lane)	Reconstruction and Realignment	3
30-095	Moeller Road – Hartzell Road to Adams Center	Reconstruction and Realignment	3
35-096	Ryan Road – Dawkins Road to US 24	Reconstruction and Realignment	1
10-097	State Boulevard – Maysville Road to Georgetown North Boulevard	Reconstruction and Realignment	4
10-098	Saint Joe Road – Evard Road to Mayhew Road (3-lane)	Reconstruction and Realignment	3
25-099	Saint Joe Road – Maplecrest Road to Eby Road	Reconstruction and Realignment	3
30-100	Till Road – Lima Road to Dawson Creek Boulevard	Reconstruction and Realignment	2

30-101	Wallen Road – Hanauer Road to Auburn Road	Reconstruction and Realignment	3
35-102	Wells Street – State Boulevard to Fernhill Avenue	Reconstruction and Realignment	3
30(II)-103	Witmer Road – Schwartz Road to Country Shoals Lane	Reconstruction and Realignment	4
25-104	Anthony Boulevard and Norfolk Southern Railroad	New Railroad Grade Separation	2
15-105	Airport Expressway and Norfolk Southern Railroad	New Railroad Grade Separation	3
40-106	Ardmore Avenue and Norfolk Southern Railroad	New Railroad Grade Separation	3
25-107	Anthony Boulevard and CSX Railroad	Reconstruct Railroad Grade Separation	2
35-108	Interstate 69 and State Road 14/Illinois Road Interchange (WB to NB Ramp)	Interchange/Ramp-Modification	2
25-116	Interstate 469 and Interstate 69 Interchange (mm 315)	Interchange/Ramp-Modification	2
25-109	Interstate 469 and US 24 Interchange	Interchange/Ramp-Modification	2
30(II)-110	US 30/US 33 Interchange	Interchange/Ramp-Modification	1
30-111	US 24 and Bruick/Ryan Road	Interchange/Ramp-Modification	2
40-112	Bass Road over Interstate 69	Bridge Reconstruction/Modification	1
35-113	Washington Center Road Bridge over Spy Run Creek	Bridge Reconstruction/Modification	1
10-114	Interstate 69 – Interstate 469 to US 24	Illustrative – Widening Projects 6 lanes	
25-115	Interstate 69 – Dupont Road/State Road 1 to Hursh Road	Illustrative – Widening Projects 6 lanes	
25-116	Interstate 469 – Maplecrest Road to Interstate 69	Illustrative – Widening Projects 6 lanes	
10-117	Jefferson Boulevard – Illinois Road South to Main Street	Illustrative – Widening Projects 6 lanes	
30(II)-118	Jefferson Boulevard – Interstate 69 to Illinois Road South	Illustrative – Widening Projects 6 lanes	
25-119	State Road 3 – Dupont Road to Gump Road	Illustrative – Widening Projects 6 lanes	
30(II)-120	Gump Road to Allen County Line	Illustrative – Widening Projects 6 lanes	
25-121	US 24 – Interstate 69 to Homestead Road	Illustrative – Widening Projects 6 lanes	
10-122	US 30 – Interstate 69 to US 33	Illustrative – Upgrade to Full Access Control	
10-123	US 30 – US 33 to Flaugh Road	Illustrative – Upgrade to Full Access Control	
25-124	US 30 – Flaugh Road to O’Day Road	Illustrative – Upgrade to Full Access Control	
25-125	State Road 1/Leo Road – Tonkel Road to Union Chapel Road	Illustrative – Widening Projects 4 lanes	
30(II)-126	State Road 1/Leo Road – Union Chapel Road to Grabill Road	Illustrative – Widening Projects 4 lanes	
30-127	State Road 1/Bluffton Road – Interstate 469 to State Road 116/124	Illustrative – Widening Projects 4 lanes	
25-128	State Road 14/Illinois Road – West Hamilton Road to Allen/Whitley County Line Road	Illustrative – Widening Projects 4 lanes	
10-129	State Road 37 – Doty Road to Interstate 469	Illustrative – Widening Projects 4 lanes	
10-130	US 33 - Cook Road to O’Day Road	Illustrative – Widening Projects 4 lanes	
30-131	US 33 - O’Day Road to State Road 205	Illustrative – Widening Projects 4 lanes	
30-132	Clinton Street – Parnell Avenue to Auburn Road	Illustrative – Reconstruction & Realignment	
30-133	Doty Road to Cuba Road	Illustrative – Reconstruction & Realignment	
35-133	Auburn Road – Dupont Road to Gump Road	Illustrative – Center Turn Lane Improvement	

30(II)-134	State Road 930 – Minnich Road to Brookwood Drive	Illustrative – Center Turn Lane Improvement	
40-136	Interstate 69 and State Road 1/Dupont Road	Illustrative – Interchange Modification	
25-137	Hillegas Road over Interstate 69	Illustrative – Bridge Reconstruction/Modification	
25-138	US 27/Spy Run Avenue Bridge over St. Mary’s River w/Pedestrian Treatment	Illustrative – Bridge Reconstruction/Modification	



## **APPENDIX D**



## **2019 Sidewalk/Curb Ramp Projects**

### **Allen County**

- Curb Ramp package in Chestnut Hills, replacement of 33 ramps and 560 LF. of sidewalk
- Curb Ramp package in the subdivisions of Cottonwood, Lakes of Brooks Crossing and Cedar Glens, repaired 2 ramps and 621 LF. of sidewalk
- Replacement of 2268 LF. of sidewalk in Old Auburn Place and Oak Crossing subdivisions

### **Town of Leo-Cedarville**

Repairing or improving the following curb ramps:

- Northwest corner of White Tail Run and Moccasin Run Leo-Cedarville Ramp Designation # 74A
- Southwest Corner of White Tail Run and Moccasin Run Leo-Cedarville Ramp Designation # 74G and #74H
- Southeast Corner of White Tail Run and Broad Axe Trail Leo-Cedarville Ramp Designation # 74F
- Cul-de-sac of White Tail Run Leo-Cedarville Ramp Designation # 76A
- Southeast Corner of Flint Creek Crossing and Black Wolf Pass Leo-Cedarville Ramp Designation # 73F
- Southwest Corner of Baroness Place and Poplar Creek Leo-Cedarville Ramp Designation 24G



## **APPENDIX E**



## Local Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Allen County Bridge Inspection	1592872		●		
Amstutz Rd: Hosler Rd to Leo Rd/SR 1	1801426	●	●	●	
Bass Rd: Clifty Parkway to Thomas Rd	1382492	●	●	●	
Bass Rd: Thomas Rd to Hillegas Rd	1401272	●	●	●	
Bass Rd: Scott Rd to Hadley Rd (Phase I)	1401273	●	●	●	
Broadway St/Landin Rd: North River Rd to Bell Ave	1400694	●	●	●	
Carroll Rd: Bethel to Millstone & SR 3 to Coral Springs	1801748, 1801749	●	●	●	
Clinton St: Auburn Rd to Mayhew Rd	TBD	●	●	●	
Fogwell Parkway: Lafayette Ctr Rd to Winters Rd	1802912	●	●	●	
Grabill Rd Bridge over St Joe River	TBD	●		●	
Hillegas Rd: State Blvd to Coliseum Blvd	TBD	●	●	●	
Maplecrest Rd: State Blvd to Stellhorn Rd	1173162	●	●	●	
State Blvd: Clinton St to Cass St (Phase 2)	1005152, 1005154, 1005155	●	●	●	
UPWP - Highway Safety Improvement Program (HSIP ) Funds - for Work Program Activities	1700339 & 1801295			●	
S. Anthony Blvd: Luther St to Creighton Ave Grade Separation	1382496	●	●		

## Local Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
South County Line Road Bridge #271 over St Mary's River	1702810		●		
Passenger Rail Service from Chicago, Illinois to Lima, Ohio	n/a	●			●
<b>No Federal Funding - Trail Projects</b>					
Ardmore Ave: Airport Exp to Second St	n/a	●	●		
Bluffton Rd: Lower Huntington Rd to West Foster Park	n/a	●			
Covington Rd: Hadley Rd to Getz Rd	n/a	●			
Dupont Rd: Coldwater Rd to Pine Mills	n/a	●			
Hanna St: multiple locations	n/a	●			
Illinois Rd: Magnavox Way to Rockhill Park	n/a	●			
Lake Avenue: Randalia Ave to Coliseum Blvd	n/a	●			
Maysville Rd: Landin Rd to Meijer Dr	n/a	●			
St Joe Center Rd: Meijer Dr to Chiswell Run	n/a	●			
Wheelock Rd: St Joe Ctr Rd to Mill Ridge Run	n/a	●			
<b>No Federal Funding - Road Projects</b>					
Ardmore Ave: Airport Exp to Airport Entrance	n/a	●	●	●	
Clay Street at SR 1	n/a			●	

## Local Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
<b>No Federal Funding - Road Projects <i>continued</i></b>					
Coldwater Rd: Dupont Rd to Union Chapel Rd	n/a	●	●	●	
Country Knolls	n/a		●		
Diebold Road: Phase II North Clinton to Berger Automotive	n/a	●	●		
Dunton Road: Hathaway Rd to Gump Rd	n/a	●	●		
Goshen Avenue: Phase I, II & III	n/a	●	●	●	
Greenmoor Drive: Scarborough Dr to Green Rd	n/a		●		
Harris Rd & Coliseum Blvd	n/a	●	●	●	
Hathaway Road: e/o SR 3 to 0.3 mi w/o Dunton Rd	n/a	●	●		
Hobson Rd: Coliseum Blvd to Stellhorn Rd	n/a	●	●	●	
Kirklynn Drive: Moeller Rd to Greenmoor Dr	n/a		●		
Kress Road: Cul-de-Sac	n/a				
Leesburg Road: Main St to W Jefferson Blvd	n/a	●			
Ludwig Rd Relocation: Brotherhood Way to Coldwater Rd	n/a	●		●	
Norland Lane: Moeller Rd to Greenmoor Dr	n/a		●		
Old Lima Road: Willow Creek Ditch to SR3	n/a	Appendix E	●		

## Local Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
<b>No Federal Funding - Road Projects <i>continued</i></b>					
Pamell Ave: Coliseum Blvd to Clinton St	n/a	●	●	●	
Pawnee Way	n/a		●		
Shawnee Trail: Pawnee Way to Arrow Pass	n/a		●		
State Blvd: Reed Rd to Georgetown N Blvd	n/a	●	●	●	
<b>No Federal Funding - Bridge Projects</b>					
Antwerp Road Bridge #326: over the Hamm Interceptor	n/a		●		
Ehle road Bridge #128: over the Botteron Drain	n/a		●		
Ellison Road Bridge #228: over the Graham-McCulloch Drain	n/a		●		
Fisher Road Bridge #79: over the James T. Johnson Drain	n/a		●		
Gar Creek Road Bridge #133: over the James T Johnson Drain	n/a		●		
Main Street (New Haven) Bridge #601	n/a		●		
Notestine Road Bridge #13: over the Gorrell Drain	n/a		●		
O'Day Road Bridge #359: over the Seegar Drain	n/a		●		
River Road Bridge #249: over the Hamm Interceptor	n/a		●		
E. State Boulevard #319	n/a		●		

## Local Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
<b>No Federal Funding - Bridge Projects <i>continued</i></b>					
Temet Toad Bridge #298: over the Ellison Drain	n/a		●		
Washington/Jefferson Streetscape St Mary's River Br	n/a	●			
Winters Road	n/a	●			

## Transit Projects

Project	DES#	System Reliability	Infrastructure	Safety	Transit
Citilink - Transit Operating		●			●
Citilink - Capitalization of Maintenance Costs		●			●
Citilink - Complementary Paratransit Costs		●			●
5307 Special Rule Operations		●			●
Citilink - Capital Equipment Purchases Four (4) Replacement Minibus (Body on Chassis) ACCESS	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus	TBD	●			●
Citilink - Capital Equipment Purchases Three (3) Replacement Minibus (Body on Chassis) ACCESS	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	TBD	●			●
Citilink - Capital Equipment Purchases Two (2) Replacement Minibus (Body on Chassis) FLEX	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	TBD	●			●
Citilink - Capital Equipment Purchases Two (2) Replacement Minibus (Body on Chassis) ACCESS	TBD	●			●
Community Transportation Network Operating Funds	1900062				●

Transit Projects

*CTN One (1) medium transit vehicle w/lift	1801759				●
*CTN One (1) medium transit vehicle w/lift	1801760				●
*CTN One (1) medium transit vehicle w/lift	1801761				●
Community Transportation Network One (1) medium transit vehicle w/lift	1801762				●

## INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
SR 1 2.48 mi n/o US 224 to I-469 HMA Overlay, Functional	1600407		●		
SR 1 Over Conrad Ditch, 6.68 mi n/o I-69 Bridge Replace, Other Construction	1800050		●		
SR 3 From I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventative Maint	1592638		●		
SR 3 From 9.0 mi n/o I-69 to 9.49 mi s/o US 6 Concrete Pvmnt Restoration (CPR)	1700249		●		
SR 14 2.44 mi w/o I-69 to 0.28 mi e/o I-69 HMA Overlay, Preventative Maint	1401828		●		
US 24 From 1.66 mi e/o SR 9 E Jct to 4.80 mi w/o I-69 (Whitley/Allen Co Line) HMA Overlay, Preventative Maint	1701339		●		
US 30 7.4 mi w/o US 33 (at CR 800 E/ County Line Road) Other Intersestion Improvement	1801807	●		●	
US 33 Bridge over Johnson Ditch, 5.33 mi n/o US 30 Bridge Deck Overlay	1700224		●		
I-69 I-69 at SR 14 interchange Interchange Modification	1401828	●		●	
I-69 I-69 at S Jct I-469 - Loop Ramp from WB Laf Ctr Rd to SB I-69 Small Structure Pipe Lining	1700221		●		

## INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-69 at Coldwater Rd Interchange From 1.17 mi e/o SR 3 to 1.68 mi e/o SR 3 Intersect. Improv. W/ New Signals	1702131	●		●	
I-69 and Coldwater Rd (from 0.99 mi n/o SR 3 to 1.74 mi n/o SR 3) Interchange Modification, NW Quadrant Modification	1800036	●		●	
I-69 and Coldwater Rd Coldwater Rd Bridge over I-69 (from 1.24 mi e/o SR 3 to 1.3 mi e/o SR 3) HMA Overlay Minor Structural	1800162		●		
I-69 at SR 14 Interchange Interchange Modification	1800091	●		●	
I-69  Bridge at I-469 DRN over I-69, 5.69 mi s/o US 24 Bridge Painting	1800587		●		
I-469  Bridge over Lafayette Ctr Rd, EB 0.94 mi e/o I-69 Partial Super Replacement	1701375		●		
I-469  Bridge over Lafayette Ctr Rd, WB 0.94 mi e/o I-69 Partial Super Replacement	1701376		●		
I-469 SB off-ramp at SR 37 Interchange Modification	1800034	●		●	
I-469 at I-69 N Junction Interchange Modification	1800089	●		●	

## INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-469 Various Locations Small Structure Pipe Lining	1800581		●		
I-469 Over St Mary's River, EB, .45 mi w/o US27 Channel Clearing and Protection	1801204		●		
I-469 SB Off Ramp over Grice Ditch, 1.04 mi w/o SR 37 Channel Clearing and Protection	1801208		●		
SR 930 at US 27/Lima Rd Intersect. Improv. W/ Added Turn Lanes	1401845	●		●	
SR 930 1.68 miles W of US 27 (Goshen Rd), Added left turn lane on W approach Intersect. Improv. W/ Added Turn Lanes	1401850	●		●	
SR 930 4.97 mi w/o I-469 (Cloverleaf) to 0.54 mi w/o I-469 (Minnich) HMA Overlay, Preventative Maint	1701341		●		
Various Locations Statewide  Statewide On-Call Consultant Review	1802826			●	
Various Locations in the FW District  Construct ADA Sidewalk Ramps	1802787		●		
Various Locations in the FW District  Construct ADA Sidewalk Ramps	1802788		●		
Various Locations in Fort Wayne District Bridge Deck Overlay	Various		●		

## INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Various Locations in Fort Wayne District Repair Or Replace Joints	Various		●		
Various Locations in Fort Wayne District Bridge Deck Overlay	Various		●		
Various Locations in Fort Wayne District Bridge Thin Deck Overlay	Various		●		
Various Locations in Fort Wayne District Small Structure Replacement	Various		●		
Various Locations in Fort Wayne District Various Road & Bridge Replacements	Various		●		
Various Locations in Fort Wayne District Small Structure Pipe Lining	Various		●		
Various Locations in Fort Wayne District Small Structure Pipe Lining	Various		●		
Various Locations in Fort Wayne District Traffic Signals Modernization	Various		●		



## **APPENDIX F**



**Example Work Types that may be used for projects in the identified Group Project categories.**

**Bridge, Culvert and Small Structure Preservation:** Includes BCPI, bridge painting, inspections, scour, deck overlay, pipe lining/replacements

Bridge Rehabilitation Or Repair

Bridge Deck Overlay

Bridge Deck Patching

Bridge Deck Sealing

Bridge Deck Barrier Wall

Bridge Thin Deck Overlay

Lower Pavement

Lower Pavement

Bridge Painting

Substructure Repair And Rehabilitation

Bridge Maintenance And Repair

Repair Or Replace Joints

Straighten Beam

Railing Replace Or Repair

Repairs To Approach Slab

Bridge Cleaning

Arch Reconstruction Or Repair

Repair/Replace Cathodic Protection

Bridge Channel Correction

Debris Removal From Channel

Channel Clearing And Protection

Scour Protection (Erosion)

Bridge Rehab-Pipe Lining

District Wide Bridge Maintenance

Small Structures & Drains Construction

Small Structure Replacement

Culvert Clean And Repair

Box Culvert Replacement

Small Structure Pipe Lining

Small Structure Paved Invert

Small Structure Maint and Repair

Paved Side Ditch Repair

Slotted Drain Or Inlet Replacement

Storm Sewer Repair Or Replacement

Other Sewer/Curb/Gutter Construction

Remove Bridge Abutments

Bridge Inspections

Underwater Bridge Inspections

Single Location Bridge Inspection

**Pavement Preservation:** Includes PPI projects, 1 & 2 lay overlays,

Patch And Rehab Pavement

Patch And Rehab Bituminous Pavement

Asphalt Patching

Crack Sealing

Drainage Inspection and Cleaning

Patch and Rehab PCC Pavement

PCCP Patching

Profiling, PCCP

PCCP Cleaning and Sealing Joints

Undersealing

Retrofit Joint Load Transfer

Resurface over Asphalt Pavement

HMA Overlay, Preventive Maintenance

Surface Treatment, PM

Surface Treatment, Thin HMA Overlay

Surface Treatment, Chip Seal

Surface Treatment, Microsurface

Surface Treatment, Ultrathin Bonded Wearing Course

Resurface PCC Pavement (Partial 3/R Standards)

Crack &amp; Seat PCCP &amp; HMA Overlay

Concrete Pavement Restoration (CPR)

Crack &amp; Seat Composite Pavement &amp; HMA Overlay

Crack &amp; Seat PCCP &amp; HMA Overlay

Repair PCCP &amp; HMA Overlay

Rubblize PCCP &amp; HMA Overlay

PCCP on PCC Pavement

Rubblize Composite &amp; HMA Overlay

Wedge And Level

Shoulder Rehabilitation And Repair

Institution &amp; Park Road Maintenance

**Guardrail and Median Protection/Cable Barriers**

Install New Guard Rail

Guardrail, Maintenance Or Repair

Guardrail, Maintenance

Replace Guard Rail

Repair Guard Rail

Guard Rail Attenuators, New Or Modernize

Barrier Wall

Repair Or Replace Barrier Wall

Glare Screen And/Or Extensions

Install New Cable Rail Barriers

Cable Rail Barrier Maintenance or Repair

<b>Traffic Signal and Lighting System Improvements</b>
Signs, Lighting, Signals And Markings
Lighting
Lighting Installation / Maintenance
Install New Continuous Lighting
Modernize Continuous Lighting
Install Lighting
Repair Or Replace Lighting
Lighting Maintenance
Tower Lighting
Traffic Signals
Traffic Signals, New Or Modernized
New Signal Installation
Traffic Signals Modernization
Install Loop Detector
Closed Loop Interconnect System
Freeway Traffic Control System
New Flasher Installation
Flashers, Modernize
Traffic Signal Maintenance
Traffic Signal Repair
Pedestrian Flashing Beacons, Installed
Traffic Signal Visibility Improvements
Traffic Hardware Modernization
Traffic, Other
Intelligent Transportation Systems (ITS)
ITS Traveler Information Systems
New Dynamic Message Sign (Dms)
Modernize Dynamic Message Sign (Dms)
New Highway Advisory Radio (Har)
Modernize Dynamic Message Sign (Har)
Software Dev And App For Dyn. Mess Sign
ITS Traffic Management Systems
Work Zone Traffic Management Systems
Software Dev And App For Traf.Mess. Sys.
ITS Traffic Monitoring Systems
New Traf Flow Detection Devices/Hardware
Mod Traf Flow Detection Devices/Hardware
Software Dev And App For Traf. Flow Det.
ITS Communications Systems
New Communication Towers
Modernized Communications Towers
New Fiber Optic Systems
Modernized Fiber Optic Systems
New Wireless Communications Systems

Modernized Wireless Communication System
Software Dev And App For Wireless System
ITS Operations And Maintenance Contracts
ITS Devices Maintenance Contracts
ITS Program Contracted Services
ITS Program Equipment

### **Signing, Marking, Striping and Rumble Strips**

Signing
Signing Installation / Repair
New Sign Installation
Sign Modernization (Series Of Units)
Overhead Sign Install
Overhead Sign Repair
Un-Signalized Intersection Sign & Marking Visibility Imp
Curve Sign and Marking Visibility Improvements
Pavement Markings
Line, Paint
Line, Thermoplastic
Raised Pavement Markings, New
Raised Pavement Markings, Refurbished
Line, Preformed Plastic
Centerline & Edge Line Rumble Stripes Installation
Centerline Rumble Stripes Installation
Edge Line Rumble Stripes Installation

### **Rail Crossing Protection**

Railroad Work
Railroad Protection
Railroad Protection & Surface

### **Bicycle/Pedestrian Facilities** (identified in local or state Transition Plans to meet requirements of ADA)

Construct ADA Approved Sidewalk Ramps
Small Community Sidewalk

### **Statewide and Non-Construction Activities**

Maintenance: Tree trimming, mowing, fence replacement/repair
Purchases: Drones, survey equipment, data, software,/licensing/ fees, etc.
State Police Patrols
Bridge Inspection
Statewide consultant/contract services: Plan Review, Testing, Utility coordination, Dispatch Operations, HELPERS, etc.



## **APPENDIX G**



# County's portion of Ryan Road redo OK'd

70% of funding not local;  
Elkhart firm keeping land

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

Despite a change in plans that would have benefited from the road project, the Allen County Redevelopment Commission will commit up to \$500,000 to improve Ryan Road from Dawkins Road to U.S. 24 just east of New Haven.

The go-ahead was given during a meeting Tuesday to insure the local portion of financing would be in place so federal and state highway funds could flow to the project.

The project was expected to cost \$10 million but came in this week at \$8.4 million, according to Bill Hartman, director of the Allen County Highway Department. Just under 70 percent of the project cost will come from non-local sources, he said.

According to the approved resolution, the committed money would come from a tax increment financing district in the area that includes Superior Aluminum Alloys and SDI LaFarga.

Taxes generated by the increase in value of the property in a TIF district go back to the district in the form of infrastructure improvements.

In December, Elkhart's Lippert Com-

Ryan, Page 2C

## RYAN

Continued from Page 1C

ponents Manufacturing Inc. announced it had changed its mind about building a \$19.1 million plant expansion on 50 acres at Ryan and Edgerton roads.

Instead, the company would invest about \$9 million in the former Nestle plant at 2909 Pleasant Center Road in southwest Allen County.

That plant is more than double the size of the plant Lippert proposed building.

Brian Yoh, New Haven's director of planning and economic development, said Lippert has decided to hold onto the Ryan Road land.

"The project that was going to go out there outgrew the site," Yoh said Wednesday. "I anticipate Lippert is going to grow and eventually use that property."

"They are a fast-moving company, and they are grow-

ing beyond belief. They like this area, and they like the workers, and if they need expansion or consolidation, they have the engineering work already and would just have to build."

The road project would widen a little over two miles of Ryan Road, make the surface out of concrete and redesign a sharp S curve near Bruick Road to aid truck access to the industries.

Besides the Lippert property, the project would serve SDI and Superior Aluminum and is near the former Casad Depot, proposed for redevelopment as an industrial park.

Construction should start this spring, said Scott Harrold, senior economic development specialist for the redevelopment commission.

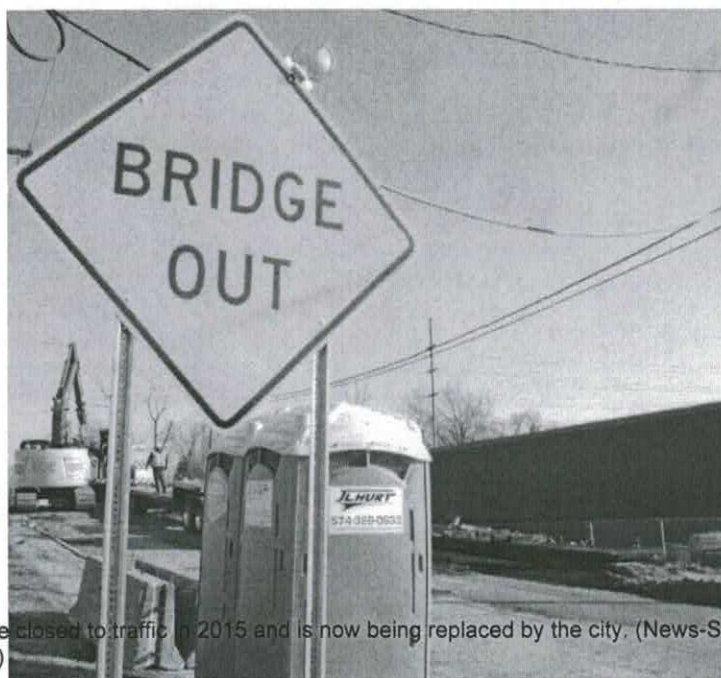
"They're getting ready to bid the project, and, ... they need their funding in place," he said, adding that the resolution commits funds but does not transfer any money.

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# News~Sentinel

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## **KEVIN LEININGER: Effort to rebuild bridges only partially successful, but public shouldn't pay the difference**



The Edsall Avenue Bridge closed to traffic in 2015 and is now being replaced by the city. (News-Sentinel.com photo by Kevin Leininger)



Forty-two years in journalism have taught me that stories are a lot like icebergs: No matter what the headline says, sometimes the real news is hidden below the surface. A recent news release from the Allen County Commissioners about a possible increase in the tax used to maintain, repair and construct bridges is a classic example.

That's because, over the past few months, the commissioners quietly have been meeting with representatives from Fort Wayne, New Haven, and other towns in an effort to restore a revenue-sharing agreement that began in 2009 but ended in 2017 when Fort Wayne and New Haven balked at the county's request for more money and decided they could do a better and more efficient job of maintaining their own bridges than the county's Highway Department had done.

Another meeting is scheduled for Friday, and Commissioner Nelson Peters said everybody seems to be on board with one major exception: the city of Fort Wayne.

“We’re going to lay out our effort (at the Friday meeting) to make things work. This is a community wide problem and needs a community wide solution,” said Peters, who believes the county can return the funding it needs from the cities and towns to pre-2018 levels because bonds used to fund improvements to the jail and juvenile justice center will be paid off this year, meaning the bond tax rate of \$.0095 per every \$100 of assessed value could be transferred to the bridge fund instead, providing an additional \$1.3 million for bridges every year without the need to increase a bridge tax that currently raises \$1.9 million annually on a tax rate of \$.0129. Peters believes repurposing the jail bond payments, along with what the county will receive in wheel tax reimbursements from the various cities and towns, would be enough to do the job without an overall tax increase.

The job is a big one. About \$54.2 million will be needed over each of the next eight years for bridge maintenance, including \$25.3 million in unincorporated Allen County (270 bridges), \$23 million in Fort Wayne (96 bridges) and \$4.5 million in New Haven, which has 17 bridges. Historically the county cared for all but state or federal bridges, but in 2003 County Council responded to a tight budget by eliminating a property-tax supported bridge fund, making \$728,000 available for other purposes. That made less money available for bridges, however, and six years later the county stopped maintaining spans of less than 200 feet in all but the unincorporated areas. That in turn sparked the 2009 agreement that saw the county double its wheel tax in return for a pledge from Fort Wayne, New Haven and other towns to a portion of the additional cash to the county to cover bridge-related costs.

But the agreement began to unravel in June 2016 when City Council passed its own wheel tax of \$20 per car and more or less for other vehicles, generating an estimated \$4.8 million per year. Three months later County Council extended its wheel tax to 2029, and an increase in state gas taxes and city council’s decision that July to increase local income taxes by 0.15 percent generated an additional \$9.6 million annually for the city, about \$2.8 million for the county and \$562,000 for New Haven.

So when the county in 2017 suggested the city increase its annual bridge payment from \$1.35 million to \$2.7 million and New Haven from \$70,000 to nearly \$470,000 — an increase county officials insisted reflected real-world needs — Fort Wayne and New Haven balked.

This year the city intends to spend more than \$2.5 million on bridges on Stonehedge Boulevard near Canterbury Green apartments and on State Boulevard and Edsall Avenue, but if the city really could revert to the revenue-sharing deal as it existed prior to 2018, why wouldn’t it? Allen is the only county in Indiana not solely responsible for the local bridges within its borders.

“One of the advantages . . . is that we can cash flow them over multiple fiscal years,” city spokesman John Perlich said. “We have invested in staff, equipment, and training for staff

and have a multi-year plan . . . (providing) more autonomy to prioritize projects and ensure that bridge repairs and maintenance get done in a timely manner.” Deputy Mayor Karl Bandemer pointed out that the county lists just 61 of the city’s 96 bridges as possibly needing rehabilitation through 2026, “leaving 36.5 percent of its spans unaccounted and unbudgeted for.”

But Peters said there was no need for the county to include bridges that shouldn’t need repairs and questioned whether the city’s independence is really in the public’s best interest. “The city took two of the county’s bridge guys. Do you think they could duplicate something (the county was already doing) and get it done cheaper?” he asked.

County Auditor Nick Jordan said the Commissioners should consider something else before they even think about increasing taxes: the county’s steadily growing cash balance that now stands at more than \$114 million. Peters said much of that money is already spoken for or should be reserved for anticipated large projects, and even Jordan admits the reserves cannot be a long-term solution to bridge needs. “But I believe we should spend some of these balances down if repairs are needed before we seek more from the coffers of the taxpayers,” Jordan said.

A truly titanic idea.

This column is the commentary of the writer and does not necessarily reflect the views or opinions of The News-Sentinel. Email Kevin Leininger at [kleininger@news-sentinel.com](mailto:kleininger@news-sentinel.com) or call him at 461-8355.

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# Ground broken on segment of trail

**MATTHEW LEBLANC**

*The Journal Gazette*

A half-mile extension of Fort Wayne's Pufferbelly Trail will connect more than 1,000 residents to dozens of nearby businesses and attractions, city officials said Thursday.

The extension will connect State Boulevard and Fourth Street and is part of an ambitious plan to create a regional trail system to connect Pokagon State Park near Angola to Ouabache State Park near Bluffton.

Mayor Tom Henry and other local dignitaries broke ground on the project Thursday morning.

He said the city's trails provide ways for residents to travel without cars, but they also are an important driver of economic development. Henry said businesses often weigh quality-of-life items such as parks and trails when considering where to locate.

"The investment we're making in our neighborhoods by connecting them with each other and with destination points is important, not only today, but for our future success," he said.

Work on the nearly 0.6-mile extension is expected to be complete in June.

It and three other sections are part of a \$10 million plan to add trails that will be

**Trail, Page 3C**



**Michelle Davies** | The Journal Gazette

**Martin Fisher, left, executive director of Science Central, and Steve Crosby, contractor for the Pufferbelly Trail, help break ground on the project Thursday morning.**

## INPUT SOUGHT

Fort Wayne Trails is asking for input about local trails.

The nonprofit advocacy group works with municipalities in Allen County. It launched a survey seeking opinions about local trails.

The survey will be open until April 8. It can be found at <http://bit.ly/2DogYQf>.

Data from the survey will be used to craft an advocacy plan. Responses will be shared with officials from Fort Wayne, Allen County, New Haven, Hometown, Leo-Cedarville, Grabill, Woodburn, Monroeville and possibly others.

People who use trails and those who don't can contribute.

## TRAIL

Continued from Page 1C

paid for using money from the state's Regional Cities Initiative.

The sections will put nearly 23,000 residents within a half-mile of a city trail, according to a news release.

The segments will be part of the proposed State Visionary Trail to link the state parks in Steuben and Wells counties.

Kent Castleman, executive director of Fort Wayne Trails, said about 30 miles of the trail have been completed.

Dawn Ritchie, the city's greenways manager, said Fort Wayne has nearly 180

miles of trails used by about 550,000 people each year.

City officials plan to construct sections of the Pufferbelly Trail to connect neighborhoods and attractions such as Science Central, the Fort Wayne Children's Zoo and Franke Park.

"Trails are truly an asset," Ritchie said.

[mleblanc@jg.net](mailto:mleblanc@jg.net)

## You can now view trails in Fort Wayne and Indiana on Google Maps



Now you can view images of your favorite Indiana parks and trails on Google Maps. The Fort Wayne Parks and Recreation Department has collected images of local trails and pathways in partnership with Google Maps. In 2016, the Indiana Parks and Recreation Association (IPRA) partnered with Google to capture 360-degree panoramic images of 33 Indiana parks using Google Trekker technology, providing an enhanced way for visitors to connect with these special places in Indiana in ways they may never have before.

The Trekker, the latest imagery-gathering apparatus, is a wearable backpack system that allows staff to venture to locations only accessible by foot. The ability to take Street View to remote, hard-to-navigate places, is a major opportunity to make the beauty and history of locations like these accessible to a global audience.

The Fort Wayne Parks and Recreation Department was able to capture images along several trails, including the Rivergreenway, the Towpath Trail and segments of the Pufferbelly Trail. Images were also captured in Shoaff, Kreager, Lakeside, Memorial, Buckner, McMillen, Headwaters and many other parks. The complete list of trails and parks captured is available upon request.

“Our 107-mile trail network now connects all parks located along our City’s three rivers. It also connects more than 167,000 people within one-half mile of where they live. This will greatly aid and connect our 570,000 users we have each year,” Dawn Ritchie, city manager of greenways and trails, said in a statement.

Images are now available at [Google.com/Maps](https://www.google.com/Maps)

<http://www.news-sentinel.com/living/2018/03/15/fort-wayne-trails-invites-public-input-on-local-trails-network/>

Fort Wayne Trails would like to get your feedback on local trails, whether you use them or not.

The Fort Wayne Trails Community Input Survey will take place online through April 8. Click [here](#) to go to the survey.

Fort Wayne Trails serves as an advocate for local trails and raises money to help fund trails projects undertaken by local governmental bodies, such as the city of Fort Wayne and Allen County, a news release said.

The survey will help Fort Wayne Trails identify ways it can partner with local government units to improve the trails system, the news release said. However, the decision to make any changes or improvements will be decided by the governmental body involved.

Survey responses are kept confidential, and people won't be asked to provide personal contact information, the news release said.

All responses will be shared with local government partners as a data report, the news release said.

## TRAILS UPDATE

Local officials gathered Thursday for the groundbreaking of construction on the next portion of the Pufferbelly Trail – a segment slightly more than a 1/2-mile long running between State Boulevard and Fourth Street.

The Pufferbelly Trail, whose name refers to an old steam locomotive, follows an abandoned railroad line.

When completed in late June, the trail will connect nearly 1,200 people living within a 1/4 mile on either side of the trail to 50 businesses and organizations, a city of Fort Wayne news release said.

The segment also will be part of the state Poka-Bache Connector, an 81-mile trail expected to stretch from Ouabache State Park near Bluffton to Pokagon State Park near Angola.

The State Boulevard-to-Fourth Street trail segment is one of four local trails projects that received partial funding through the Indiana Economic Development Corporation's Regional Cities Initiative, the city said.

The other trail projects are:

- Bluffton Road: Lower Huntington Road to West Foster Park/Rivergreenway Connector (under construction)
- Pufferbelly Trail: Wallen Road to Washington Center (phase II bidding soon)

- Pufferbelly Trail: State Boulevard to Fernhill Avenue and Franke Parke/Fort Wayne Children's Zoo (under construction)

Total cost for the four projects is \$10.3 million, with about \$1.8 coming from the Indiana Economic Development Corporation, the city said.

After completion, the four trails projects will bring 22,688 residents within a 1/2-mile radius of the trail network and expand the existing trail grid for all people, the city said.

<http://www.news-sentinel.com/news/local-news/2018/04/06/citilink-gets-2-5-million-federal-grant-for-new-buses-other-improvements/>

## **Citilink gets \$2.5 million federal grant for new buses, other improvements**

Citilink, Fort Wayne's public bus service, has received a \$2.5 million grant from the U.S. Department of Transportation's Federal Transit Administration.

The grant is part of a \$264 million project to improve the safety and reliability of America's bus systems and enhance mobility and was among the applications for 453 eligible projects totaling over \$2 billion in funding requests from 53 states and territories.

Citilink received the full amount requested, which will provide the an 80 percent federal share toward the purchase of four 40-foot ultra-low sulphur bio-diesel hybrid buses; on-board security camera system upgrades; and mechanic workforce development training (including coursework from Ivy Tech Northeast Diesel Technology Program).

"These funds will not only help us get people to their jobs safely in new buses with state of the art security systems, they will help support Indiana jobs related to bus manufacturing and also facilitate training for our mechanics using local resources," acting General Manager Betsy Kachmar said in a statement.

# 469 pavement project begins again

## Work between US 27 and US 30 enters 2nd year

### JOURNAL GAZETTE

The \$24.7 million pavement replacement project on Interstate 469 will begin its second year Monday weather permitting, the Indiana Department of Transportation announced Friday.

The work, roughly between U.S. 27 and U.S. 30 southeast of Fort Wayne, includes the

removal of concrete pavement from the lanes and shoulders followed by the placement of asphalt.

The interstate will be reduced to one lane in each direction from U.S. 27 to Minnich Road. Contractors will complete preparation work in advance of a traffic shift planned later this year. Heavy equipment will then begin placing segments of temporary barrier walls while contractors begin construction of crossovers in the medians.

Once the temporary barrier wall has been placed, traffic

will be switched to the westbound lanes, with one 11-foot lane in each direction, while road reconstruction takes place in the eastbound lanes. Motorists also can expect the closure of the eastbound entrance ramp from Marion Center Road to I-469 and the eastbound ramp from I-469 to Tillman Road.

The speed limit will be reduced to 55 mph through the construction zone, with a 45 mph speed limit when flashing signs are present.

Work on the eastbound lanes will continue throughout

late 2018, with traffic being restored to two lanes in both directions before the 2018-19 winter season. The reconstruction of the westbound lanes took place during the 2017 construction season.

The contract with Brooks Construction Co. also includes bridge rehabilitation and repair on bridges over the Chicago, Fort Wayne and Eastern Railroad south; Tillman Road; and over the Chicago, Fort Wayne and Eastern Railroad north. A bridge deck overlay is planned for the bridge over Houk Ditch.

## New Haven to decide on Casad annexation

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

After many years of trying, the city of New Haven may get its figurative fingers on the former Casad Depot if a resolution passes City Council on Tuesday night.

The resolution enables the city to annex the half of the depot's roughly 270 acres that lie outside the city limits, said Brian Yoh, New Haven's director of planning and economic development.

Passage won't transfer ownership to the city, he said. But to have the whole property within New Haven "gives us a better position at the table" when the property is disposed of by the federal

government, he said.

The depot, which lies on the north side of Dawkins Road east of Interstate 469 between Ryan and North Webster roads, was developed during World War II to manufacture and store defense-related materials and hazardous chemicals.

The federal government stopped using the site in 2011, and the General Services Administration has indicated it is interested in getting rid of the property, which has undergone environmental cleanup.

Last year, the Allen County-Fort Wayne Capital Improvement Board committed up to \$1 million to New Ha-

**Casad, Page 3C**

## CASAD

Continued from Page 1C

ven to buy the site and turn it into an industrial park. Officials have pegged the site's value at \$1.5 million.

Yoh said several structures on the property have fallen into disrepair, with

caved-in roofs and other obstacles to reuse. They will likely have to be torn down, he said. However, the property has access to a rail siding that should make it attractive to some industrial users, Yoh said.

"If you look at an aerial (photo), you can still see how the railroad comes off the main line and you can

drop cargoes there," he said. "So we see the value of the property as a heavy rail facility."

Yoh said the annexation will not be immediate. And purchase depends on when the government lists it and whether New Haven is selected, Yoh said.

Still, acquiring the site "is something that City Council

is really focused on," Yoh added. "We have a great economy right now, and ground is getting scarce."

"We want to see that property that taxpayers have paid for already ... put back into private enterprise and see it generate tax income and jobs for New Haven residents."

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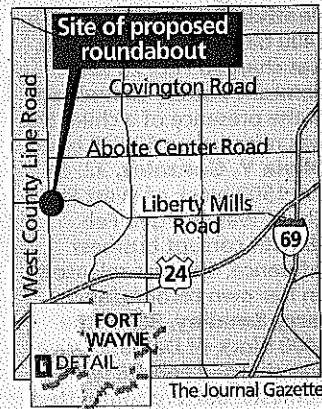
# Roundabout work closing rural road

**DAVE GONG**  
*The Journal Gazette*

The intersection where Liberty Mills Road meets West County Line Road southwest of Fort Wayne will close April 5, the Allen County Highway Department announced Monday.

The closure, which is expected to last until Aug. 11, will allow crews from Allen and Whitley counties to complete a roundabout connecting Liberty Mills Road to County Road 900 South.

In the meantime, drivers can use a detour route that uses Homestead Road, Cov-



ington Road, County Line Road, E 800 S, S 700 E, and U.S. 24.

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# Work to begin at busy intersection

**RON SHAWGO**  
*The Journal Gazette*

Beginning next week, the intersection of Coliseum Boulevard and Coldwater Road will be tied up for several months as new turn lanes are constructed.

Work is scheduled to begin Monday and will result in lane restrictions and lane shifts through

late fall, the Indiana Department of Transportation announced Wednesday.

Three new turn lanes are expected to reduce congestion at the intersection during peak hours:

- A new right turn lane from westbound Coliseum to northbound Coldwater

- An added left turn lane from westbound Coliseum Boulevard to

southbound Coldwater

- An added left turn lane from eastbound Coliseum to northbound Coldwater

Next week, all eastbound and westbound lanes of Coliseum will be maintained while work is taking place on the northeast, southwest and southeast corners of the intersection. Drivers on Coldwater will shift to the right, and the left turn

lane will be closed, according to INDOT.

This summer, drivers traveling west on Coliseum will be shifted to the north side of the road, and those driving east will be shifted to the south side as work continues.

The contract was awarded to INDOT contractor E&B Paving for \$7.6 million and includes the resurfacing of six miles of U.S. 27

through downtown Fort Wayne.

Last year, road work on Coldwater between Coliseum and East Washington Center Road caused tie-ups along the busy stretch.

Construction was finished in late fall. The project included road surface replacement and enhanced safety measures for drivers and pedestrians.

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# Road projects get federal money

## \$17 million granted for northeast Indiana communities

**RON SHAWGO**  
*The Journal Gazette*

Millions of federal dollars for road improvements are heading to Indiana rural communities, including nearly \$17 million for nine northeast Indiana towns and counties.

A total of \$161.3 million in federal transportation funding is being awarded to 66 Hoosier communities, the Indiana Department of Transportation announced Wednesday. The money, which is similar to past years, is for local road, bridge, sidewalk and trail projects.

But it will be awhile before the

asphalt goes down. The communities will design, develop and purchase land for projects that would be funded in fiscal years 2022 and 2023, INDOT spokesman Scott Manning said in an email.

Still, expect plenty of orange traffic cones this construction season. The city of Fort Wayne is ex-

pected to have a busy 2018 with the announcement today of \$30 million in public works projects.

Of the federal funds announced Wednesday, Hancock County, east of Indianapolis, will get the largest amount, more than \$20 million for four projects. Monroe and Harrison counties each will receive about \$10 million.

Among northeast Indiana communities, Warsaw will receive the

most — nearly \$4 million for two projects. Kendallville will get about \$3.5 million for work on Drake Road. Allen County was awarded more than \$1 million for a bridge repair.

Projects receiving funds include 27 bridge rehabilitations or replacements; 31 resurfacings or reconstructions; 17 that involve

Road, Page 4A

### INFRASTRUCTURE IMPROVEMENTS

Northeast Indiana projects awarded federal funds

Location	Project	Award
Allen County	Bridge on South County Line Road over St. Marys River	\$1,091,200
DeKalb County	County Road 56 between County Road 17 and Indiana 327	\$2,079,979.20
Huntington County	Bridge on County Road 900 S over Salamonie River	\$1,668,484
Huntington City	Frontage Road area sidewalk and trail	\$647,200
Kendallville	Drake Road from Main Street to Weston Avenue	\$3,533,948
Kosciusko County	Bridge on South Hand Street over Walnut Creek	\$637,100.47
Noble County	County Road 400 North	\$2,248,000
Warsaw	Anchorage Road/County Road 200 N	\$2,683,763
Warsaw	Sheridan, East Clark, and East Fort Wayne streets between Colfax and Cook streets	\$1,123,407.60
Wells County	Bridge 106	\$1,252,800

### ROAD

Continued from Page 1A

sidewalks, disability ramps, or trails; and six that target traffic safety, according to an INDOT news release.

Metropolitan Planning Organizations distribute federal

transportation funds to cities, towns and counties within the state's larger urbanized areas, while INDOT distributes funds outside those areas.

Communities pay at least 20 percent in local matching funds for projects, while federal money pays the rest. INDOT dedicates about 25 percent of its federal

highway distribution to local projects each year. In recent years, that has been about \$80 million annually, Manning said.

"Indiana is investing in transportation at record levels and that includes more than just our highways," INDOT Commissioner Joe McGuinness said in a statement. "Our

sustained commitment to modernizing local roads and bridges, adding sidewalks, and growing our trail networks sends a clear message that we're building communities that are primed to attract and retain talent and spur job growth in the 21st century economy."

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# 500 construction projects on tap

\$30 million, 178 neighborhoods; alleys to be included

**DAVE GONG**

*The Journal Gazette*

Fort Wayne city officials Thursday unveiled more than 500 infrastructure improvements across 178 neighborhoods for the 2018 construction season, an investment of about \$30 million.

Over the past five years, the city has invested \$130 million into street

and road infrastructure, said Mayor Tom Henry, who was joined by neighborhood association representatives and other officials.

The improvements will include new curbs and sidewalks. Thursday's announcement also included alley improvement projects for the first time, Henry added.

"Most of them are hidden. Most of them are tucked away in the core

of our city, and yet for so many people, they're an integral part of their lives," Henry said. "So it's about time we address them."

This year, Henry said, marks the fifth consecutive year the city has invested \$25 million or more into the city's streets and roads.

Neighborhoods that will see

## BY THE NUMBERS

### Infrastructure improvements:

- 44 miles of asphalt resurfacing
- 6.1 miles of concrete reconstruction
- 16.6 miles of chip and seal street improvements
- 13 miles of concrete walkways
- 15.6 miles of concrete curb improvements
- 5.02 miles of trails
- 2.5 miles of alley resurfacing

- 800 concrete Americans With Disabilities Act ramps
- 3,200 faded traffic signs replaced
- 2,000 LED streetlight fixtures installed
- 790 miles of painted road lines
- 2,250 road directional arrows painted
- 1,200 stop bars and parking stalls painted
- 825 pedestrian crosswalks painted

Projects, Page 4A

## PROJECTS

Continued from Page 1A

construction this year include Caribe Colony Community, Greater McMillen Park, Deerfield Estates, North Franke Park, Pine Valley, Windrift and Lima Valley.

Major thoroughfares including Dupont Road, State Boulevard, North Anthony Boulevard, Maysville Road, St. Joe Center Road, Jefferson Boulevard and Ardmore Avenue will also be under construction at some point this year.

Work for a \$1.1 million project in the Lima Valley neighborhood north of downtown, which was scheduled to begin March 19, started on time and so far, most res-

## ALSO

### US 27 in city to get upgrade

Starting today, the Indiana Department of Transportation will begin resurfacing work on U.S. 27 - also known as Lafayette Street - in Allen County. U.S. 27 is a north-south national highway that begins at Interstate 69 north of Fort Wayne and runs through the city.

The two-year, \$7.6 million project will include asphalt resurfacing from Paulding Road to Wallace Street this year, followed by resurfacing from Wallace Street to 4th Street in 2019. Crews will also modernize traffic signals and upgrade curb ramps at 15 intersections on Clinton and Lafayette streets.

Intersection upgrades are also planned at Lafayette and Pettit Avenue and at Lafayette and Paulding Road.

Drivers are reminded to watch for lane shifts, stopped traffic and lane closures in construction zones.

idents in the area are pleased with the communication from contractors performing the work, said David Hathaway, treasurer of the Lima Valley Neighborhood Association.

"So far, they are doing well, they're coming quick, they're moving around fast, and it's nice to have our roads done," Hathaway said. "We're thankful for the city to finally come in and get

working on our roads, and we're looking forward to the project being done."

Neil Warner, president of the Deerfield Estates Neighborhood Association on Fort Wayne's southwest side, said his neighborhood has no sidewalks, which makes street repairs equally important for drivers, pedestrians and cyclists.

"We've been looking forward to concrete replacement. We have several areas that are more gravel than they are concrete, more blacktop than they are concrete, so we're definitely looking forward to this," Warner said.

"We've been looking forward to this since we were annexed by the city and were promised by the county some street replacement."

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<http://www.news-sentinel.com/news/local-news/2018/03/27/all-traffic-on-fort-waynes-coliseum-boulevard-expected-to-be-shut-down-overnight-thursday-for-pedestrian-bridge-work/>

## All traffic on Fort Wayne's Coliseum Boulevard expected to be shut down overnight Thursday for pedestrian bridge work

LOCAL NEWS

MAR 27, 2018

NEWS-SENTINEL STAFF  
REPORTS

[nsmetro@news-sentinel.com](mailto:nsmetro@news-sentinel.com)



Coliseum Boulevard will be closed to traffic Thursday night, weather permitting, so workers can install concrete in the deck of the pedestrian bridge stretching over Coliseum Boulevard between IPFW and Ivy Tech Community College-Fort Wayne. (News-Sentinel.com file photo)

All lanes of traffic on Coliseum Boulevard, east of Anthony Boulevard, will be closed to traffic overnight Thursday, weather permitting, so workers can place concrete in the deck section of the new pedestrian bridge now under construction there, the Indiana Department of Transportation announced Tuesday.

The work is scheduled to take place from 11 p.m. Thursday through 5 a.m. Friday, the announcement said. When completed, the bridge will stretch over Coliseum Boulevard to provide a walking link between Indiana University-Purdue University Fort Wayne and Ivy Tech Community College-Fort Wayne.

<http://www.news-sentinel.com/news/local-news/2018/03/29/mayor-tom-henry-fort-wayne-to-spend-a-record-30-million-on-infrastructure-this-year/>

## Mayor Tom Henry: Fort Wayne to spend a record \$30 million on infrastructure this year

The city will spend a record \$30 million on its streets, sidewalks, curbs, trails and bridges this year, Mayor Tom Henry announced Thursday. The plan marks the fifth consecutive year the city has made significant neighborhood improvements and includes more than 500 projects in 178 neighborhoods.

“When I took office we were investing \$7 million or \$8 million a year in gas taxes distributed by the state,” Henry said. “The problem was our needs were \$4 or \$5 million more and we never caught up. So we finally said, ‘enough is enough.’” That came in the form of an increase in local income taxes several years ago, some of which was earmarked for alley repairs which had been previously neglected because of budget restraints.

Now, Henry added, the city is nearing the point where it can adopt a “pay as you go” strategy to maintenance.

Improvements to sections of major corridors include Dupont Road, State Boulevard, North Anthony Boulevard, Maysville Road, St. Joe Center Road, Jefferson Boulevard, and Ardmore Avenue. Comprehensive neighborhood improvements are slated for Caribe Colony Community, Greater McMillen Park, Deerfield Estates, North Franke Park, Pine Valley, Windrift and Lima Valley.

For the first time, the city is now responsible for maintaining its own bridges following the expiration of an agreement with the Allen County Highway Department. Bridges will be replaced on Edsall Avenue, Washington Center Road and Stonehedge Boulevard.

Sidewalks will be added on portions of North Clinton, Stellhorn Road, Old Decatur Road, Hessen Cassel Road, St. Joe Center Road, Washington Center, Maysville and Dupont. Trail additions are coming to Hanna Street, Maysville Road and two sections of the Pufferbelly Trail will be added between Ludwig and Washington Center and Fourth Street to State Boulevard.

In all, the 2018 plan includes 44 miles of asphalt resurfacing; 6.1 miles of concrete reconstruction; 16.6 miles of chip and seal street improvements; 13.0 miles of concrete walk; 5.02 miles of trails; 2.5 miles of alley resurfacing; 800 concrete ADA ramps; replacement of 3,200 faded traffic signs; 2,000 LED streetlight fixtures installed; 790 miles of painted roadway lines and 825 pedestrian crosswalks painted.

A list of the projects can be found at [www.cityoffortwayne.org/invest](http://www.cityoffortwayne.org/invest).

<http://www.news-sentinel.com/news/local-news/2018/03/30/spy-run-creek-being-returned-to-natural-look-in-franke-park/>



Concrete and other debris once used to stabilize the banks of Spy Run Creek will be removed as part of a stream enhancement project on a section of the creek in Franke Park. (By Kevin Kilbane of News-Sentinel.com)

The section of Spy Run Creek in Franke Park appears barren now, with its banks cleared of trees and invasive honeysuckle bushes.

It will look totally different by late summer as the creek meanders through a natural-looking setting of trees, plants and rock outcroppings.

The Fort Wayne Parks and Recreation Department will take construction bids through April 5 to for work as part of the Spy Run Creek Enhancement Project.

The work is being done in phases to spread out the cost, so the first phase involves about 1,800 feet of the creek between the two pedestrian bridges linking the park to Foellinger Outdoor Theatre, said Alec Johnson, a city landscape architect working with the parks department.

The total project includes about 7,300 feet of Spy Run Creek from Sherman Boulevard to a maintenance area in the southwest corner of the park, Johnson said.

The estimated cost for this first phase is \$260,000, but grants will pay for about \$241,000 of the cost, he said. The parks department likely will pay only about \$10,000 of its own funds and provide about \$10,000 of in-kind services.

The Indiana Department of Natural Resources approached the parks department about the stream enhancement work a few years ago, Johnson said.

The project goals are:

- Restore the natural character of the creek.
- Stabilize its banks to reduce soil erosion.
- Provide better habitat for fish.
- Create educational and interactive water access opportunities for the public.

“For me, the biggest thing is just to get people to the water,” Johnson said.

Many people don’t know the creek flows there because it has been surrounded by trees and brush, he said. If people can get to the water and interact with the stream, they may care more about other rivers and streams, he added.

The construction work will include removing chunks of concrete and other debris placed in the stream to prevent bank erosion, Johnson said. The slope of the stream's steep banks will be reduced to create a more gradual slope to the water and allow the stream to spread out and slow down during times of high water.

Currently, bank erosion washes land away from the park and deposits eroded soil in the St. Marys River, Johnson said.

After crews complete the earthwork on the creek banks, native trees and many native plants will be planted along the stream, Johnson said. Rocks also will be placed the stream to create riffles and deeper pools of water to provide better habitat for fish.

The stream currently supports a low-quality fish community consisting mainly of green sunfish, creek chubs and white suckers, a project report said. The Indiana DNR also stocks rainbow trout in the creek each April to encourage fishing there.

The stream enhancement project also will include installing rock outcroppings on the stream banks to allow people to step down to the creek's edge to fish or take part in other activities, Johnson said. The rock outcroppings will be similar to those installed around the edges of Lakeside Park's main pond.

Staff from the parks department and Franke Park Day Camp then can organize activities at the creek, such as biological experiments and fish counts, he said.

Construction work on the project possibly could start as early as May 10, but contractors may have to wait longer until any spring flooding subsides, Johnson said.

## **ABOUT SPY RUN CREEK**

- Tributary flowing into the St. Marys River, which joins the St. Joseph River in downtown Fort Wayne to form the Maumee River
- Drains an area of about 15 square miles
- Average water flow of 18 cubic feet per second

- Bank erosion and impaired water quality caused by erratic changes in water flow and increasing discharge amounts related to historic loss of wetlands, ditching, agricultural drainage tile installation, and expanding residential and commercial development

Source: "Spy Run Creek Enhancement Project" report

## **FUNDING HELP**

Grant funding will pay for most of the cost for the first phase of stream enhancement work on Spy Run Creek in Franke Park. The grants total \$241,000:

- Indiana Department of Natural Resources Lake and River Enhancement grant: \$100,000
- Great Lakes Restoration Initiative grant: \$100,000
- National Association of Clean Water Agencies grant: \$30,000
- Maumee River Basin Commission grant: \$7,500
- U.S. Fish and Wildlife Service grant: \$3,500

**Construction**  
**Journal Gazette week of 3/31 to 4/6/18**

**3/31/18 Saturday**

**CONSTRUCTION**

**GRABILL ROAD**

Lane restrictions between Souder and Klopfenstein roads through Monday. Closed between Schwartz and Page roads Monday through Friday.

**FERGUSON ROAD**

Closed between South Anthony Boulevard and U.S. 27 through April 11.

**4/1/18 Sunday**

**CONSTRUCTION**

**GRABILL ROAD**

Lane restrictions through Monday between Souder and Klopfenstein roads.

**4/2/18 Monday**

**CONSTRUCTION**

**GRABILL ROAD**

Lane restrictions between Souder and Klopfenstein roads today. Closed between Schwartz and Page roads through Friday.

**FERGUSON ROAD**

Closed between South Anthony Boulevard and U.S. 27 through April 11.

**LIBERTY MILLS ROAD**

Closed at West County Line Road Thursday through Aug. 11.

**LIMA ROAD**

Closed between McComb and Simon roads through April 15.

**4/3/18 Tuesday**

**CONSTRUCTION**

**COOK ROAD**

Lane restrictions between Fritz and Huguenard roads through April 13.

**STATE BOULEVARD**

Lane restrictions between Clinton Street and Spy Run Avenue through April 18.

**4/4/18 Wednesday**

**CONSTRUCTION**

**COOK ROAD**

Lane restrictions between Fritz and Huguenard roads through April 13.

**STATE BOULEVARD**

Lane restrictions between Clinton Street and Spy Run Avenue through April 18.

**GRABILL ROAD**

Closed between Schwartz and Page roads through Friday.

**CONSTRUCTION**

**COOK ROAD**

Lane restrictions between Fritz and Huguenard roads through April 13.

**STATE BOULEVARD**

Lane restrictions between Clinton Street and Spy Run Avenue through April 18.

**4/6/18 Friday**

**CONSTRUCTION**

**BARR STREET**

Lane restrictions between Berry and Main streets today.

**BARKLEY ROAD**

Closed between Minnich and Emehiser roads today.

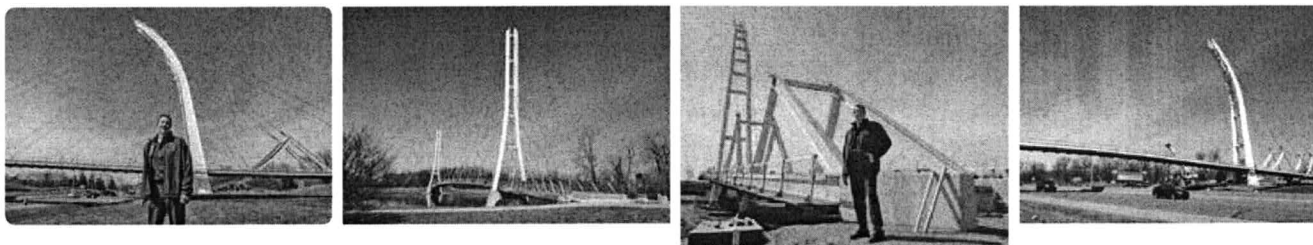
**GRABILL ROAD**

Closed between Schwartz and Page roads through today.

# The Journal Gazette

(/)

## JGLOCAL (/NEWS/LOCAL)



Sunday, April 01, 2018 1:00 am

### BRIDGE LOPSIDED BY DESIGN

## Engineer proud of IPFW landmarks

ROSA SALTER RODRIGUEZ | The Journal Gazette

Kurt Heidenreich knows some people have had a strong reaction to the new pedestrian bridge over Coliseum Boulevard East connecting the IPFW and Ivy Tech campuses.

With a giant curved single pylon and dual curved-sided triangles only on the IPFW side, people have told him the bridge looks unusual, even lopsided. But it's all by design, and the bridge is stable and safe, said Heidenreich, the bridge's designer.

"We're not reinventing the wheel," he said with a wry smile.

At 53, Heidenreich, a Fort Wayne native who graduated from Purdue University with bachelor's and master's degrees in engineering, has both a pedigree and a legacy in bridge design.

In addition to IPFW's latest bridge, he designed the 246-foot-long pedestrian bridge over Crescent Avenue, with its distinctive triangular central pylon support. And the Ron Venderly Family Bridge hovering over the St. Joseph River? He designed that, too.

That makes the IPFW campus a sort of open-air museum for Heidenreich's bridge aesthetic – work that's a far cry from what the president of Fort Wayne's Engineering Resources civil engineering firm started out doing decades ago.

That's when Heidenreich was designing utilitarian highway bridges for the Allen County Highway Department, where his father, the late Edward H. Heidenreich, was a bridge designer for many years.

The elder Heidenreich had a sterling reputation, said Bill Hartman, the highway department's current director, of his former boss. Kurt Heidenreich followed in his father's footsteps, Hartman said.

"I've known him since he was 10 years old," Hartman said, recalling that, as a student, Kurt Heidenreich spent summers working for the department on construction jobs and preliminary bridge surveys, all the while soaking up real-world knowledge.

"It's a legacy, those two. His dad was a heck of a designer, and then he stood right up and carried the ball," Hartman said. Engineering Resources is now a go-to civil engineering firm in the region, Hartman said.

"I knew since fourth grade that's what I wanted to do – do bridges," Heidenreich said, noting his first professional span was probably a tiny highway bridge near Smith and Yohne roads outside Fox Island park.

"Most of what we do, and certainly what I did, is very routine and traditional," he said. "Occasionally, you get the opportunity to do something unique, and I was blessed to have three chances at that at IPFW."

### **Textbook case**

Heidenreich said he got his first IPFW bridge design job in part because he and Greg Justice, the campus director of physical plant, knew each other from working together at a previous job.

For the second and third bridges, a request for proposals and federal funding meant the selection process was more formal, Heidenreich said.

The technical aspects of the three bridges vary, he said, but they build on each other's designs and his basic philosophy: "You let the site dictate what the bridge design will be."

The first bridge took on its now-familiar shape because it needed to cross a road, which meant supports couldn't go in the lanes of traffic, Heidenreich explained.

"The A-frame pylon structure solved those problems," he said. The steel pylons and their supports were placed on each side of the road and steel cables were hung from the intersection point of the pylons and attached to the bridge.

"The bridge decking supports the pylon laterally and the pylon supports the bridge vertically. The cables connect the bridge to the pylon," he said.

Finished in 2005, the bridge got an arched, covered walkway because IPFW officials wanted it to be user friendly in all kinds of weather for students going from dorms on the east side of Crescent to the main part of campus, Heidenreich said.

The Venderly bridge is also a cable-supported bridge, known in the trade as a cable-stayed bridge. Site considerations there included the width of the river, Heidenreich said.

The university didn't have the ability to remove debris that might snag on supports in the water – so it was more or less the same problem as the first bridge, he said.

Solving the problem led to the tall pylons at both ends of the 385-foot span. Sometimes students call the structure the “clothespin bridge” because of the pylons' resemblance to clip clothespins.

But the bridge needed another element if it was not to be “torsionally unstable,” Heidenreich said. To keep it from twisting and oscillating in high winds, stainless-steel bent plates were added along the edges of the bridge below the railing to deflect the wind – and streamline the bridge aesthetically.

“If a bridge isn't stable, it can rip itself apart, and one actually did – the Tacoma Narrows Bridge. There's a video (online) of it happening,” Heidenreich said.

The bridge in Washington state collapsed in a gale in 1940, months after completion. The dramatic event earned the span the nickname Gallopin' Gertie for its behavior before crashing, Heidenreich said. No one died, but the bridge became a textbook case, he said.

More recently, a pedestrian bridge collapse last month at Florida International University pushed structure and safety into the national spotlight.

The local bridges are not like the bridge at Florida International, which collapsed March 15 causing six deaths. The local bridges are concrete and steel and built on supports on site, Heidenreich said.

Although weight limits typically aren't a major consideration with a pedestrian bridge, both the Venderly and Crescent Avenue bridges also were designed to bear enough weight and be wide enough that maintenance vehicles could use them, Heidenreich said.

“It gets a lot of use,” Heidenreich said of the Venderly bridge, finished in 2009 and linking the main campus with IPFW's Steel Dynamics-Keith E. Busse Alumni Center and the Hefner soccer fields complex across the river. Walkers, runners and cyclists on the Rivergreenway trail also use the bridge.

### **'No mistake'**

Heidenreich acknowledges a bit of a love-hate relationship with the latest bridge, known as the Parker Cole Crossing. That's mostly because it's still unfinished, although it's projected to be done on schedule by July.

Much of the bridge had to be built between 11 p.m. and 5 a.m. because of road traffic, he said. That's why Coliseum was closed overnight Thursday, as a crew that had been waiting for the weather to break poured the bridge's concrete decking.

The weight of the concrete will cause the bridge to deflect 20 inches so that its two ends will finally meet each other, Heidenreich said.

Seeing the gap has left some motorists wondering, but “there was no mistake,” he said.

Parker Cole's design considerations, he said, included a 17-foot clearance for heavy trucks and space limitations.

More space on the IPFW side and a building blocking the expected path on the Ivy Tech side meant the

bridge ramp on that side had to be turned and the support system built only on the IPFW side.

That led to what is technically known as an asymmetrical cable-stayed bridge. There are similar designs elsewhere, including one in Taiwan, Heidenreich said, but the design is not typical.

Still, he finds the bridge artistic. Bridge designers typically deal with "a lot of straight lines. ... You don't get to work with curves much," he said.

"It's probably more aesthetic than the other bridges. And you can see it from a long way away. It's kind of like a frame (for the scenery)," he said. "It's pretty dramatic."

Residents also are in for a surprise when the bridge is finished. It will light up and be able to change color at night with more than 200,000 LED lights.

"The bridge will actually glow," Heidenreich said. "Rather than lighting the bridge, the bridge becomes a light."

According to IPFW officials, all three bridges are designed to withstand state standards of winds of more than 90 mph and short seismic events.

The bridges are inspected by the Indiana Department of Transportation every five years, although only one, the Parker Cole, is owned by INDOT, campus officials said.

### **'I love IPFW'**

Already Heidenreich's other bridges have become Fort Wayne landmarks. They are frequently photographed and have appeared in tourist and IPFW promotions. They've also formed the backdrop for graduation photos and marriage proposals.

The Crescent Avenue Bridge is this month's image on the 2018 calendar of the American Society of Civil Engineers.

And Heidenreich had a photo of the Parker Cole bridge at sunrise – the sun shining at the center of the bridge – as the screen saver for his work computer.

What's next? Heidenreich said probably not another IPFW pedestrian bridge.

"As far as I know, there's not another one in the works," he said, noting he is now designing the tree canopy walkway feature of Fort Wayne's riverfront park.

"I'm a big believer in that, if you let the structure do what it's supposed to do, it'll be elegant," he said when asked how it feels to create landmarks.

"I love IPFW," he added, noting he took courses, taught there and serves an advisory role in the civil engineering department.

"My hope is that these bridges would be an attractant to this campus," he said. "They will all become what they will become, in time."

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600 W. Main Street

Fort Wayne IN 46802

# The Journal Gazette

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## JGLOCAL (/NEWS/LOCAL)

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Sunday, April 01, 2018 1:00 am

# Motorists must learn to pay heed to bicycles

DAVE GONG | The Journal Gazette

### New voice

After a six-year hiatus, the Road Sage column has returned on a monthly basis. In this space, Dave Gong, The Journal Gazette's local government reporter, will provide updates on public works projects in the Fort Wayne area and answer questions from readers. Submit a question by emailing [roadsage@jg.net](mailto:roadsage@jg.net) (<mailto:roadsage@jg.net>) or tweeting @JGRoadSage. Your question could be selected for next month's column.

This month, it's all about the bicycles.

With the start of spring, more of Fort Wayne's bicyclists will once again be pedaling the city's streets. That means drivers will have to share the road.

I'm not a cyclist. I think I've ridden my bicycle once in the past two years. But I don't want to see another ghost bike memorial at the site of a cycling death in Fort Wayne this year. So I asked Director of Public Works Shan Gunawardena, the Fort Wayne Police Department, Bicycle Friendly Fort Wayne and the Three Rivers Velo Sport Club Inc. for some safety reminders for those who ride frequently and those who don't.

According to Gunawardena, determining who gets right of way – cars or bicycles – on a street with a bike lane can be confusing. It can be particularly tricky for drivers trying to turn right across a bike lane.

"If the vehicle can see a bicycle in the rearview mirror, they need to yield," Gunawardena said. "If there's no bicyclist and the vehicle needs to make a right turn, the vehicle could, and should, encroach on the bike lane."

If the cyclist is making a right turn and hasn't gotten to the intersection yet, they can make the turn behind the motorist, Gunawardena added.

Bike lanes are also meant for people with a certain level of experience, Gunawardena said. Younger children and people uncomfortable with the bike lanes should stick to the sidewalk, he said, noting the city encourages riders of all ability levels.

To help riders become more comfortable in the downtown area, Gunawardena said the city is developing planned bike rides every Friday from May through October. Those events should help riders become more familiar with riding around downtown and the surrounding neighborhoods.

In an email, FWPD spokesman Michael Joyner highlighted hand signals as an important safety component for both riders and motorists. Cyclists should also wear reflective clothing and protective gear, ride with the flow of traffic and carry a cellphone and first-aid kit, Joyner said. Riders should also obey all traffic laws and be wary of the possibility of a motorist opening their car door into the bike lane.

For motorists, Joyner had one message: give cyclists a wide berth.

It's important cyclists be predictable on the road, said Jade Kelsey, president of Bicycle Friendly Fort Wayne. According to its website, Bicycle Friendly Fort Wayne "advocates and encourages fun and safe cycling in Fort Wayne on the road and the greenway trail system, through community connection, collaboration and education."

"One of the things that we emphasize is that every time you ride your bike, you're an ambassador for biking," Kelsey said. "Motorists may only see a handful of people on bikes, and if they always see us acting in a predictable way, they're less nervous around us. That can go a long way to reduce accidents."

Drivers also need to constantly be aware of bicycles on the road, Kelsey said. On top of that, she recommends anyone who parks their car on a street with a bike lane use something called a Dutch Reach to open the door when exiting the vehicle. A Dutch Reach involves using the hand farther from the door to open it. The technique forces a driver to turn their body and look behind the car, minimizing the chance of slamming the door in the path of a passing cyclist.

Patrick Stelte, president of the Three Rivers Velo Sport Club Inc., said distracted driving still remains a major concern for cyclists, especially on streets without a dedicated bike lane. For emphasis, Stelte recalled a recent incident that happened while he was riding on Winchester Road.

"A woman passed me within a foot of me and she was looking at her phone," said Stelte, who rides 7,000 miles a year on his bicycle. "And I was riding the white line on the side of the road. Everybody who was behind her went into the other lane to pass me."

There are 10.2 total miles of bike lanes throughout Fort Wayne, Public Works spokesman Frank Suarez said.

The lanes exist on Main, Wayne and Berry streets, as well as Rudisill Boulevard, Stellhorn Road, Hobson

Road, Fairfield Avenue, Ewing Street, Brackenridge Street and on the Anthony Boulevard bridge.

The first lanes were installed in 2009.

Other bicycle-related infrastructure includes bike boxes, which give cyclists a safe and visible place to stop at red lights; sharrows, which are painted on routes without enough room for a dedicated bike lane; and the Fort Wayne Rivergreenway.

Suarez said there are 8.5 miles of sharrows or signed bike routes in Fort Wayne.

Fort Wayne also has more than 100 miles of trails cyclists can use.

More information about bicycling in Fort Wayne can be found at

<http://www.fwcommunitydevelopment.org/bike-fort-wayne> (<http://www.fwcommunitydevelopment.org/bike-fort-wayne>).

[dgong@jg.net](mailto:dgong@jg.net) (<mailto:dgong@jg.net>)

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### **US 27 paving set in Adams County**

Asphalt resurfacing for U.S. 27 between Monroe and Geneva in Adams County is scheduled to begin Monday, weather permitting.

Work will take place between County Road 100 S., a mile south of Monroe, through Berne to Harrison Street in Geneva, the Indiana Department of Transportation announced Tuesday.

The project also includes

curb ramp upgrades through Berne. The new curb ramps, set to be constructed at most intersections between Parkway and Harrison streets, will be compliant with the Americans with Disabilities Act.

Construction of the new ramps may include widening a portion of the sidewalk on Indiana 218; installing the ramps; and lowering the approach to align the ramps with the road.

Work on U.S. 27 is expected through early July. The contract was awarded to R.L. McCoy for \$9.6 million and includes the rehabilitation and maintenance of several structures in Adams, Huntington and Wells counties.

<http://www.news-sentinel.com/news/local-news/2018/03/30/trails-planning-and-development-workshop-planned-in-wells-county/>

## Trails planning and development workshop planned in Wells County

People can help plan and develop the trails system in Wells County by participating in the Wells County Trails Workshop 11 a.m.-1 p.m. April 25 at the Wells County Chamber of Commerce, 211 Water St. in Bluffton.

Beginning at 11 a.m., those attending will learn more about current trails plans and can become part of the process for planning future trails development, a workshop news release said.

Beginning at noon, featured speakers will be:

\* Brooks Feters, mayor of Huntington, on "Huntington Trails: The Economic and Revitalization Perspective"

\* Dawn Ritchie, city of Fort Wayne Greenways manager, and Kent Castleman, Fort Wayne Trails executive director, on "Trail development, Poka-Bache Connector and the United Trails Plan, and the role of trail advocacy and the nonprofit partner"

Wells County is one of 12 counties partnering in the Northeast Indiana United Trails system, the news release said. The Poka-Bache Connector, a planned 81-mile trail corridor connecting Ouabache State Park in Wells County to Pokagon State Park in Steuben County, is scheduled to pass through central and northern Wells County.

<http://www.news-sentinel.com/news/local-news/2018/03/30/public-input-invited-on-new-haven-adams-township-parks-draft-master-plan-for-parks-development/>

## Public input invited on New Haven-Adams Township Parks' final draft master plan for parks development

Residents served by the New Haven-Adams Township Parks and Recreation Department are invited to attend a public presentation of the final draft of the department's five-year master plan for park development.

The presentation will take place during a New Haven-Adams Township park board meeting at 6 p.m. Monday at the New Haven Community Center, 7500 Indiana 930 E. on the west side of New Haven.

The parks department's master plan, which must be sent to the Indiana Department of Natural Resources, serves as a strategic plan and wish list.

The parks department would have to raise money to complete the projects, said Mike Clendenon, New Haven-Adam Township Parks superintendent. However, identifying projects on a master plan helps demonstrate a need and is beneficial when applying for grants to fund the projects, Clendenon said.

### DRAFT MASTER PLAN

Highlights from the New Haven-Adams Township Parks draft master plan for 2018 to 2022 include:

#### 2018

- Develop master plan for Haskamp-Roehling Park, \$5,200
- Convert the four tennis courts at Jury Park to two tennis courts, four pickleball courts and one basketball court, \$75,000
- Convert former pool bathhouse to three-season pavilion at Meadowbrook Park, \$25,000

#### 2019

- Add ball diamond No. 6 at Havenhurst Park, \$55,000
- Add climbing wall to pool at Jury Park, \$45,000

- Replace pavilion and playground at Klotz Park, \$150,000 combined total
- Add accessible playground and outdoor fitness equipment at Werling Park, \$200,000 combined total

**2020**

- Add locker rooms, sand volleyball courts, splash pad, accessible playground and basketball courts at New Haven Community Center, \$970,000 combined total
- Build pond at Haskamp-Roehling Park, \$50,000
- Construct pavilion and restrooms at Werling Park, \$250,000

**2021**

- Build year-round use pavilion at Haskamp-Roehling Park, \$350,000
- Add ball diamond No. 7 at Havenhurst Park, \$60,000
- Convert ball diamond into dog park at Mosher Park, \$15,000

**2022**

- Build Six Mile Creek Trail from New Haven Community Center to Moeller Road, \$90,000
- Add splash pad at Werling Park, \$175,000

<http://www.news-sentinel.com/news/local-news/2018/03/29/state-to-begin-work-soon-on-coliseum-boulevard-and-u-s-27-traffic-to-be-affected/>

## State to begin work soon on Coliseum Boulevard and U.S. 27; traffic to be affected

The Indiana Department of Transportation has scheduled two projects that soon will affect travel in Fort Wayne.

Weather permitting work will begin April 2 on improvements to the intersection of Coldwater Road and Coliseum Boulevard. All eastbound and westbound lanes of Coliseum Boulevard will be maintained while work is taking place on the northeast, southwest and southeast corners of the intersection. Drivers on Coldwater Road will be shifted to the right, and the left turn lane will be closed.

Later this summer, drivers traveling westbound on Coliseum Boulevard will be shifted to the north side of the road, and those driving eastbound will be shifted to the south side of the road while work continued. The completed project will result. The project is scheduled to be completed in late fall, weather permitting. The contract was awarded to E&B Paving for \$7.6 million and includes the resurfacing of six miles of U.S. 27 through downtown Fort Wayne.

View this project in INDOT's online travel system at <http://bit.ly/2pMzEnZ>

Resurfacing on U.S. 27, meanwhile, is scheduled to begin Friday, weather permitting. The work will be done in phases: from Paulding Road to Wallace Street in 2018, and from Wallace to 4th Street in 2019. Work also will consist of signal modernization and curb ramp upgrades at 15 intersections along both Clinton and Lafayette streets. These improvements will require sidewalk closures.

During the work, drivers are cautioned to watch for lane shifts, possible stopped traffic and lane closures in the construction zone. This project also includes intersection improvement upgrades at Pettit Avenue and Paulding. To view this project in INDOT's online travel system, click here: <http://bit.ly/2G7sNko>

## State will begin repairs to I-469 beginning Monday

<http://www.news-sentinel.com/news/local-news/2018/03/30/state-will-begin-repairs-to-i-469-beginning-monday/>

Road work is planned beginning Monday on I-469, and the Indiana Department of Transportation advises motorists be prepared for lane restrictions, lane shifts and workers in the construction zone. Contractors will begin working on the following:

Bridge rehabilitation over Feighner Road, .54 miles east of I-69; concrete pavement restoration between the Feighner Road bridge project and Winchester Road; completion of work that was started last year, including asphalt resurface of I-469 between mile marker 0-1, including the entrance and exit ramps to/from I-69 (south interchange); and road repair on I-469 between Tillman and Wheelock roads.

The speed limit on I-469 within the project areas will be reduced and strictly enforced. Drivers are reminded to remain alert in the work zone and pay attention to all signage. View these projects in our online traveler system at [INDOT.carsprogram.org](http://INDOT.carsprogram.org).

<http://www.news-sentinel.com/news/local-news/2018/04/02/construction-work-causing-lane-restrictions-on-state-boulevard-in-fort-wayne/>

## **UPDATED: Construction work causing lane restrictions on State Boulevard in Fort Wayne**

Construction workers removed a portion of the median Monday morning on State Boulevard, between Spy Run Avenue and Clinton streets, as part of work to add a second westbound travel lane on State going west from Spy Run Avenue.

State currently narrows to one lane going west from Spy Run Avenue, which can cause westbound traffic to back up on the Ian Rolland Bridge and sometimes as far back as Parnell Avenue, said Frank Suarez, public information officer for City Utilities and the city Division of Public Works.

The work is Phase I of the West State Boulevard realignment project, which will widen the State and straighten the curves in the street between Spy Run Avenue on the east and Cass Street on the west.

Phase I work between Clinton and Spy Run Avenue, which is scheduled for completion in November, is designed to reduce traffic congestion, improve traffic flow, increase drivers' sight distance and provide better pedestrian safety, Suarez said.

A construction staging area has been set up on the ground formerly occupied by homes south of State Boulevard along State and Eastbrook Drive, west of Clinton Street. The city demolished the homes a year ago as part of preliminary work for the State Boulevard project.

The city still must take bids on Phase II of the work, which will start in 2019 and will include building a new, higher bridge over Spy Run Creek, straightening the curve on State between Clinton and Cass streets and installing a park strip to protect people on sidewalks that will be built along State, Suarez said.

**SEE MORE**

To see design renderings for the West State Boulevard work, go to [cityoffortwayne.org/state](http://cityoffortwayne.org/state).

<http://www.news-sentinel.com/news/local-news/2018/04/03/new-haven-adams-township-park-board-approves-new-5-year-master-plan/>

## New Haven-Adams Township Park board approves new 5-year master plan

The New Haven-Adams Township Parks and Recreation Department park board voted Monday night to approve the department's five-year master plan, which includes goals of installing park amenities at both Werling Park, 1530 Werling Road, and the planned Haskamp-Roehling Park site on Hartzell Road.

The park board took the action during their meeting at the New Haven Community Center, which also could see major additions under the plan for 2018-2022.

"It's our goals for the next five years, providing funding is found," said Mike Clendenen, New Haven-Adams Township Parks superintendent.

The master plan now goes to the Indiana Department of Natural Resources, which also must approve it.

The New Haven-Adams Township Parks department sent a draft of the plan to the DNR earlier and received some suggestions, which have been incorporated into the plan approved Monday night, Clendenen said.

Having the projects in a master plan will help the parks department when applying for grants to fund the work because it shows a need in the community, Clendenen said last week.

## MASTER PLAN HIGHLIGHTS

Here are a several of the proposed projects in the New Haven-Adams Township Parks Department's master plan for 2018-2022, along with the potential cost:

### 2018

- Develop a master plan for Haskamp-Roehling Park, \$5,200
- Convert the four tennis courts at Jury Park to two tennis courts, four pickleball courts and one basketball court, \$75,000
- Convert former pool bathhouse to three-season pavilion at Meadowbrook Park, \$25,000

### 2019

- Replace pavilion and playground at Klotz Park, \$150,000 combined total
- Add accessible playground and outdoor fitness equipment at Werling Park, \$200,000 combined total

### 2020

- Add locker rooms, sand volleyball courts, splash pad, accessible playground and basketball courts at New Haven Community Center, \$970,000 combined total
- Build pond at Haskamp-Roehling Park, \$50,000
- Construct pavilion and restrooms at Werling Park, \$250,000

### 2021

- Build year-round use pavilion at Haskamp-Roehling Park, \$350,000

### 2022

- Build Six Mile Creek Trail from New Haven Community Center to Moeller Road, \$90,000
- Add splash pad at Werling Park, \$175,000

<http://www.news-sentinel.com/news/local-news/2018/04/03/expect-delays-as-work-begin-on-state-boulevard/>

## Expect delays as work begins on State Boulevard

Motorists on parts of State Boulevard will experience lane restrictions and delays this week and throughout the construction season as the result of improvements for pedestrians, bicyclists and drivers.

Phase I of the State Boulevard project between Clinton Street and Spy Run Avenue includes the addition of a west bound travel lane to alleviate traffic that currently backs up on the Ian Rolland Bridge, a sidewalk buffered by a park strip on the south side, a wider sidewalk on the north side, decorative lighting, and an improved turn lane for eastbound traffic wanting to turn north onto Spy Run.

Beginning Wednesday, motorists will notice the following changes: Lanes on the north side of State between Clinton and Spy Run will be closed; lanes on the south side of State between Clinton and Spy Run will have one travel lane in each direction; and the far west lane on Clinton, north of State, will be closed while crews replace ADA ramps on the northwest corner of State and Clinton. All of these restrictions will last about two weeks, depending on the weather. Other traffic modifications should be expected as the project progresses.

The current work is part of the State Boulevard realignment project. State between Cass Street and Spy Run Avenue will be reconstructed to improve pedestrian, bicycle and vehicular traffic. The project will replace an 80-year-old bridge that's in disrepair and straighten a curve that has been the site of many accidents.

Phase II, between Clinton and Cass, will begin in 2019 and conclude in 2020. Those improvements include the replacement of the nearly 90-year old bridge over Spy Run Creek, the realignment of the road, additional travel lanes in each direction, a turn lane where needed, protected sidewalks on both sides of State, landscaping, and decorative lighting.

<http://www.news-sentinel.com/news/local-news/2018/04/06/citilink-gets-2-5-million-federal-grant-for-new-buses-other-improvements/>

## **Citilink gets \$2.5 million federal grant for new buses, other improvements**

Citilink, Fort Wayne's public bus service, has received a \$2.5 million grant from the U.S. Department of Transportation's Federal Transit Administration.

The grant is part of a \$264 million project to improve the safety and reliability of America's bus systems and enhance mobility and was among the applications for 453 eligible projects totaling over \$2 billion in funding requests from 53 states and territories.

Citilink received the full amount requested, which will provide the an 80 percent federal share toward the purchase of four 40-foot ultra-low sulphur bio-diesel hybrid buses; on-board security camera system upgrades; and mechanic workforce development training (including coursework from Ivy Tech Northeast Diesel Technology Program).

"These funds will not only help us get people to their jobs safely in new buses with state of the art security systems, they will help support Indiana jobs related to bus manufacturing and also facilitate training for our mechanics using local resources," acting General Manager Betsy Kachmar said in a statement.

# The Journal Gazette

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## JGLOCAL (/NEWS/LOCAL)

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Wednesday, April 18, 2018 1:00 am

### Council advances trail segments

#### Will add to Rivergreenway along Hanna, Lake

**DAVE GONG | The Journal Gazette**

In two unanimous decisions Tuesday, the Fort Wayne City Council gave preliminary approval for construction contracts for two new Rivergreenway trail segments on the city's south and northeast sides.

The new trail sections will run along Hanna Street from Rudisill Boulevard to Pontiac Street, and along the north side of Lake Avenue from Beacon Street to Hobson Road. The \$464,077 Hanna Street project will install a concrete trail eight feet in width, as well as pedestrian push buttons at intersections, traffic signal upgrades, pedestrian crosswalks, pavement markings and a park bench.

The \$325,621 Lake Avenue project calls for a 10-foot-wide asphalt trail with a 45-foot pedestrian truss bridge over a legal drain, handrail and concrete for commercial driveways. The project will also include curb ramps, a park bench and pedestrian crosswalk markings. This segment is part of a larger trail project that will extend from Randallia Drive to Coliseum Boulevard, said Dawn Ritchie, the city's greenways manager. It will eventually connect to Reed Road.

The council's vote is unlikely to change on final reading next week.

The trail on Lake Avenue is an important component of the Walk Fort Wayne and Bike Fort Wayne plans and is funded using county economic development income tax money.



Cathie Rowand | The Journal Gazette

**Citilink is conducting a yearlong analysis to see what it can do to boost ridership.**

## Technology newest threat to bus service

Working from home, ride sharing has cut Citilink's ridership

**RON SHAWGO**

*The Journal Gazette*

Gas prices are public transit's best marketing tool, Betsy Kachmar says.

When they're up, business is good, Citilink's acting general manager said. When they're down, well, that brings us to today.

Fort Wayne's transit system is following a national trend of declining ridership. Low fuel costs, people working from home, more car ownership and ride services like Uber are to blame.

"There has to be some pain involved in using your own personal vehicle," she said.

Transit ridership fell in 31 of 35 major metropolitan areas in the U.S. last year, including each of the seven cities that serve the majority of riders, with losses largely stemming from buses, the Washington Post reported last month.

The analysis by the New York-based TransitCenter advocacy



Kachmar

group, using data from the U.S. Department of Transportation's National Transit Database, raises alarm about the state of "legacy" public transit systems in the Northeast and Midwest and rising vehicle ownership and car-based commuting in cities nationwide.

The data showed 2017 was the lowest year of overall transit ridership since 2005, according to TransitCenter, and bus ridership alone fell 5 percent.

While Citilink is not one of those major metro systems, it is among those losing fares. If there's any consolation, the system is down slightly less than average for the nation, Kachmar said.

"So we're holding our own in relation to what the rest of the country is experiencing."

Citilink ridership climbed steadily in the early 2000s but took a dip in 2008 when high gas prices and a temporary local funding glitch forced service cuts and a

**Bus, Page 2C**

# BUS

Continued from Page 1C

fare increase, Kachmar said. Ridership bounced back to peak at 2.1 million rides in 2012. It has declined since, to about 1.78 million in 2017.

## Improving system

The transit system is at the beginning of a yearlong analysis of its system with the goal of increasing ridership. On-board surveys with current riders have been conducted. Conversations with community leaders are next. Consultants are scrutinizing historical reports looking for patterns and comparing the system to other communities, Kachmar said.

For many, bus transportation is a necessity.

Trisha Bickel, 37, said she has used Citilink for 10 years to get from the southeast side to her job downtown.

"Right now, I can't afford to buy a car and pay my bills and keep up with insurance," she said last week at the bus hub at Baker and Calhoun streets. It's a cheap ride and buses are on time, she added.

Exceptions to the downward trend, Seattle, Phoenix and Houston, either expanded transit coverage and boosted service or underwent ambitious network overhauls, as in Houston's case. In 2015, the Houston system was transformed overnight from a traditional hub-and-spoke design focused on downtown to a grid that apportioned

equal service to other parts of the city. In the aftermath of the redesign, the system saw significant weekend ridership gains and quelled a trend of dramatic losses that included losing a fifth of its ridership over a decade.

That was not the case for the majority of U.S. cities. Between 2016 and 2017, ridership fell in each of the seven largest transit markets: New York, Chicago, Los Angeles, Washington, San Francisco, Boston and Philadelphia.

## Slowing losses

Transit researchers said it is crucial for cities and transit agencies to slow the losses amid declining revenue, as alternatives threaten to lure people back into cars, particularly as shared rides become cheaper with the arrival of autonomous vehicles. The problem: The declines mean a decrease in farebox recovery, which can often lead to fare increases and reduced service.

"The thing that's perhaps a little bit more scary about this downturn (is) the prospect of technology will continue to nibble away (riders)," said Steven Polzin, program director for mobility policy research at the University of South Florida's Center for Urban Transportation Research, laying out the factors responsible: online shopping, distance learning, teleworking, ride-share apps and alternatives such as bikeshare.

Polzin described what he called a "tough political sell" for agencies faced with de-

creasing ridership.

"Ridership declines, and then fare revenue declines, and then you have to cut service which means ridership declines more," he said. "So folks get nervous about the cyclical nature of the decline because of lost fare revenue. But they also undermine kind of the public will to invest additional subsidy dollars and service as well. It's very hard to go to your government and say, 'My ridership is down 10 percent, and I need more money to subsidize 10 percent less riders.'"

In Fort Wayne, Citilink receives most of its money from taxpayers. About half of its \$12.6 million budget is from local property taxes. State and federal money make up the next largest share. Only 10 percent is from fares.

Uber and Lyft have had some impact on local ridership, but not much, Kachmar said. Buses are cheaper. Uber and taxi riders are usually coming and going from bars after buses have stopped for the day, she added.

As Fort Wayne continues to focus on downtown development, with people living and working in the central city, "that kind of social structure is where public transit works best," Kachmar said. "You think about Chicago, you don't want a car, right? It would cost more to find a parking space in Chicago than a house in Fort Wayne."

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*The Washington Post contributed to this story*

# NewAllen proposal makes final 6

## County's eastern communities vie for millions

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

A proposal by the NewAllen Alliance is one of six still in the running in the statewide Indiana Regional Stellar Communities competition, which will award millions in state funding largely to rural areas.

NewAllen in March submitted a proposal on behalf of unincorporated areas of eastern Allen County and Grabill, Harlan, Hoagland, Leo-Cedarville, Monroeville, New Haven and Woodburn.

Winners will be selected Nov. 27 after a more detailed application submission in September and a subsequent

presentation to a panel of state officials, said Kristi Sturtz, NewAllen's rural liaison.

A win would mean up to \$40 million in aid for projects including downtown revitalizations, housing, and sidewalk, trail and park improvements, she said.

Kent Castleman, NewAllen board chairman, said

winning would result in being able to move forward with ideas already generated by the East Allen communities.

"So many times, plans lie on a shelf and struggle to be implemented in small communities with little (paid) staff and financial resources," he said.

Funding available through the program includes \$4.5 million in Community Development block grants,

\$2 million in rural transportation funds and \$800,000 in housing tax credits, Sturtz said. Local community resources, countywide funding partners, and private donations and investment will be needed to provide matching and leveraging funds needed to complete a competitive application, Sturtz said.

If the proposal is selected, the communities would have four years to complete proj-

ects, she said.

A definitive list of projects has yet to be developed, Sturtz said. But it likely would include park improvements around the new community center in New Haven, the Cedar Creek Parks Trail that would connect six parks in Cedar Creek Township, and independent-living housing for seniors eligible for low-income tax credits, Sturtz said.

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# Construction to shut busy Dupont area

Work is expected to take 4 months

**RON SHAWGO**  
*The Journal Gazette*

A large section of Dupont Road, one of the busiest in the city, is about to close for four months.

On Monday, barriers will go up between Salomon Farm and Dawsons Creek Boulevard, in effect closing Dupont to through traffic between Lima and Coldwater roads, Fort Wayne city officials announced Wednesday. About 25,000 vehicles use that stretch daily.

The closure is needed to construct a pedestrian/bicycle crossing under the road that will connect the Pufferbelly Trail from Salomon Farm Park to the existing trail north of Dupont Road, Public Works spokesman Frank Suarez said.

"The area has experienced tremendous growth, and certainly the residents who live in that area where people who use that road as well as use businesses in the area know that the congestion has been pretty significant," he said.

Work will expand the road

**Dupont Road closure**  
Marked detour  
Alternate detour



to four lanes, add a sidewalk on the north side and a trail on the south side, according to a news release. That section of Dupont Road will be open only to people going to businesses or their homes.

Through traffic from Coldwater to Lima will detour to either Carroll or Wallen roads.

**Dupont, Page 7A**

## DUPONT

Continued from Page 1A

Traffic delays are expected, and motorists should allow for additional travel time, the city said.

Visitors to Salomon Farm and west of the closure will

have access from Lima Road. Visitors to the Parkview YMCA and businesses east of the closure will have access from Coldwater Road.

The project will take place over two construction seasons, with completion in 2019. Weekly updates can be found at [www.cityoffortwayne.org/dupont](http://www.cityoffortwayne.org/dupont).

Suarez said the city has been meeting with residents about the construction for several years. About 200 people attended a meeting early this year, he said.

"It is a major road," Suarez said, "but the construction will be well worth it when it's completed."

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# Downtown garage to get 2 more floors

## CIB also eyes lots by Grand Wayne

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

The Allen County Fort Wayne Capital Improvement Board approved borrowing up to \$17 million Thursday to add two floors to the Civic Center Parking Garage – and possibly fund the purchase of three properties just west of Grand Wayne Center.

The board authorized issuing 30-year revenue bonds to be paid back through the Allen County food and beverage tax, the board's major funding stream.

In February, the board heard a presentation by the Fort Wayne Redevelopment Commission asking for financial help to expand the existing parking garage to lessen downtown's parking crunch. Officials said that would cost less than

acquiring additional land and building a new structure.

The expansion will add 225 spaces to the garage's 1,013 – giving more space for patrons of Grand Wayne and other downtown attractions during the week, when about 90 percent of spaces are taken through contract parking.

The bonds are expected to provide up to \$7 million that will go to the redevelopment commission. About \$6.5 million will go for construction and the rest for expenses for bond issuance and a reserve fund.

If the board spends the rest of the up to \$17 million authorized, the remainder will go to acquire properties along Jefferson Boulevard across Webster Street from Grand

**Garage, Page 5A**

## GARAGE

Continued from Page 1A

Wayne, according to the approved resolution.

Commonly called "the fast-food block," the board has eyed the site for a downtown arena. However, that plan did not come to fruition after a study showed it was not financially sustainable and Mayor Tom Henry said the project lacked support.

The board has an option to buy the land that must be exercised by Dec. 31, with the purchase finished by June 2019, Eisbart said.

The option is for about \$6 million, said Don Steininger, board member, but any bond amount would likely be higher.

After the meeting, board members said the site could be used for expanding Grand Wayne and could go for a new building or for parking, possibly a parking garage.

In March, the board approved a request for proposals on how Grand Wayne could be expanded. In the past, consultants have told board members that the building has few alternatives because it is landlocked, Eisbart said after the meeting.

The board will likely use separate bonds to fund the projects to keep from bor-

rowing more than each project needs, said John Stafford, board member. Any additional bonds would be issued within the next 12 to 18 months.

Stafford said it's possible the board could fund the land purchase from other funds and not need to borrow. If bond money is used for other economic development purposes, such as funding Electric Works, the resolution would have to be amended or the process would have to start over, he said.

Electric Works is the project to rehabilitate the former General Electric campus along Broadway south of downtown.

Kevan Biggs, local partner in Electric Works' development company, RTM Ventures, said after the meeting that he considered passage of the bond issue "what we needed to hear."

He called it "a key step for having our framework in place for our project."

The CIB resolutions for the bond must be approved by Henry because they would count against the city's borrowing capacity, board members were told, and the bond would not likely lower the city's bond rating, which is currently A-minus, according to those working on the bond at the meeting.

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**FORT WAYNE/ALLEN COUNTY**

**INDOT group, public to discuss ADA plan**

The Indiana Department of Transportation's ADA Community Advisory Working Group and the public are invited to discuss INDOT's ADA Transition Plan 5:30 to 7:30 p.m. Tuesday at the agency's district office, 5333 Hatfield Road.

The advisory group and the public will have the opportunity to provide information and recommendations regarding the plan, which concerns requirements under the federal Americans With Disabilities Act, and provide input on how to improve accessibility to all INDOT programs and facilities. This includes efforts to increase the public involvement of people with disabilities in transportation planning.

INDOT's ADA Transition Plan examines current facilities and services for barriers to access for people with disabilities.

## Work to begin Monday on I-69 bridges; delays possible

<http://www.news-sentinel.com/news/local-news/2018/04/20/work-to-begin-monday-on-i-69-bridges-delays-possible/>

Maintenance is planned for three sets of bridges on Interstate 69 in Fort Wayne on or after Monday, weather permitting.

Motorists may experience shoulder closures and alternating lane restrictions on I-69 in both directions over U.S. 24 at mile marker 302; over the Norfolk Southern railroad tracks between mile marker 305-306 and over the Chicago, Fort Wayne & Eastern railroad tracks between mile marker 305-306. Drivers should be prepared for stopped traffic in the work zone. The Indiana Department of Transportation reminds drivers to use caution and consider worker safety when driving through an active construction zone.

Restrictions on the I-69 bridges are expected to remain through late spring, weather permitting. The contract was awarded to Pioneer Associates for \$999,000 and includes the rehabilitation and maintenance of various other structures throughout the Fort Wayne District. View this project in INDOT's online travel system at [INDOT.carsprogram.org](http://INDOT.carsprogram.org)

## New traffic restrictions begin Wednesday near Clinton and State

### LOCAL NEWS

APR 24, 2018

KEVIN LEININGER  
kleininger@news-sentinel.com



New lane restrictions will begin Wednesday near the intersection of Clinton Street and State Boulevard. Clinton north of State will be reduced to one southbound lane as crews begin the installation of a storm water pipe. The lane that will remain open to traffic is the one that's on the furthest east side of the road. The lane restriction is expected to last through May 2 when traffic will be shifted over to the two lanes that are the furthest west on Clinton. Motorists may want to consider a different route. On State between Spy Run Avenue and Clinton, traffic is currently re-routed using the north side lanes.

Traffic modifications will occur throughout the State Boulevard improvement project. Motorists are advised to slow down, watch for signage and stay alert. This year the construction is for phase I of the project between Clinton and Spy Run. It includes the addition of a westbound travel lane, a trail buffered by a park strip on the south side of the road, a sidewalk on the north side, decorative lighting, and an improved turn lane for eastbound traffic wanting to turn north onto Spy Run.

In 2019, phase II will focus on State between Cass Street and Clinton. The project will replace a 91-year-old bridge over the Spy Run Creek, realign the road, add travel lanes in each direction, a turn lane where needed, a protected sidewalk on the north side and a trail on the south side of the road, landscaping, and decorative lighting. The entire project will end in 2020.

<http://www.news-sentinel.com/news/local-news/2018/04/24/new-traffic-restrictions-begin-wednesday-near-clinton-and-state/>

## Portion of Dupont Road to close Monday for four months

### LOCAL NEWS

APR 25, 2018

KEVIN LEININGER  
kleininger@news-sentinel.com



The Dupont Road construction project moves into a new phase on Monday, closing the road to through traffic between Lima and Coldwater roads for about four months. The actual closure is between Salomon Farm and Dawsons Creek Boulevard/La Cabreah Lane. The road will be open only for local traffic, those using Dupont to visit businesses or to access their home.

Through traffic from Coldwater to Lima will have a detour of either Carroll Road or Wallen Road. Traffic delays are expected and motorists should allow for additional travel time in the area. Visitors to Salomon Farm and west of the closure will have access from Lima Road. Visitors to the Parkview YMCA and businesses east of the closure will have access from Coldwater Road.

Improvements to enhance safety for motorists, bicyclists and pedestrians are underway on Dupont between Lima and Coldwater roads. Enhancements include expanding the road to four lanes with a turn lane, where needed, adding a sidewalk on the north side of the road and a trail on the south side of the road.

A pedestrian/bicycle crossing, under the road, will connect the Pufferbelly Trail from Salomon Farm Park to the existing trail north of Dupont. Currently, there is no pedestrian infrastructure on Dupont. The project will take place over two construction seasons with completion coming in 2019. Weekly updates can be found at [www.cityoffortwayne.org/dupont](http://www.cityoffortwayne.org/dupont)

About 25,000 vehicles use this stretch of Dupont daily.

## **\$17 million bond to expand parking and maybe Grand Wayne Center, but Electric Works could benefit too**

<http://www.news-sentinel.com/news/local-news/2018/04/26/17-million-bond-to-expand-parking-and-maybe-grand-wayne-center-but-electric-works-could-benefit-too/>

The \$17 million bond authorized by the Capital Improvement Board would pay for expansion of a crucial downtown parking garage and acquisition of a block to the west of the Grand Wayne Center once eyed as the location of a new downtown arena, but its true significance may be the possibility of funding for the Electric Works project.

The county food and beverage tax would have expired two years after bonds issued for improvements to the Memorial Coliseum expire in 2025, but issuance of new 30-year bonds for the two projects discussed Thursday would extend the life of the tax, thereby making funds available for renovation of the former General Electric campus should the CIB choose to do so. Developer Josh Parker told The News-Sentinel last week the CIB could support a \$30 million bond for the \$220 million first phase of Electric Works, and developer Kevan Biggs said following the meeting he was pleased with the board's action and hoped to finalize details of the requested \$65 million in local public funds soon. Mayor Tom Henry has said he wants to cap the contribution from the city and CIB at \$50 million.

Of more immediate concern is the need for more downtown parking, which has been in short supply since SIRVA moved 400 employees to the Indiana Michigan Power Center. Those workers park in the attached 1,000-space Civic Center Parking garage, which because of leases handles just 236 "transient" parkers daily. The CIB authorized a bond of up to \$7 million to add two floors and about 230 spaces to the city-owned garage, which is adjacent to the Grand Wayne Center and the Embassy Theatre.

As for the block to the west of the Grand Wayne, currently home to several fast-food restaurants, Grand Wayne Executive Director Bart Shaw said the property could allow the convention center to expand sometime in the future — a needs assessment is being planned — but said it would not be purchased for an arena. The land is currently under option, but that option must be exercised by the end of the year and closed in 2019. The remaining \$10 million authorized Thursday would pay for the land, restaurant leases and relocation expenses.

Both bonds would also have to be approved by Mayor Tom Henry and would reduce the city's bonding capacity, which is currently about \$30 million. The food and beverage tax generates about \$4.7 million in annual available income, and that figure will increase to \$7.1 million after the Coliseum bonds are paid off in 2025.

Although Mayor Tom Henry indefinitely delayed plans for the new arena last year, he has said it could be a "Plan B" for the Electric Works site, and developers have said they could find room for the project if that would increase the city's support for Electric Works.

"The Walk Fort Wayne plan characterizes Lake Avenue as the highest priority for safety (and) pedestrian needs, as well as the Bike Fort Wayne plan calls for a multi-use path on the north side of Lake Avenue," Ritchie said. "Obviously we're all familiar with Lake Avenue, and we know that a lot of pedestrians and bicyclists use Lake Avenue to connect not only with Lakeside Middle School but the VA and the many medical facilities along Lake Avenue."

Last year, crews completed a sidewalk project along the south side of Lake Avenue. The contract for this year's project was awarded to Fort Wayne's Brooks Construction.

Although asphalt is more popular among runners and bicyclists, the Hanna Street trail will be concrete, Ritchie said, because concrete lasts longer and matches the nearby neighborhoods' aesthetics. Area residents and neighborhood associations specifically asked that the trail section be concrete, she said.

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GovConnect is the weekly email newsletter sent by the Business Advocacy Department of Greater Fort Wayne Inc. Look for news and views every Friday.

## GET HEARD

### Transportation Planning Open House

The Northeastern Indiana Regional Coordinating Council (NIRCC) would like to invite the Public to attend an open house to review the Draft 2040 Transportation Plan and the Fiscal Year 2018-2021 Transportation Improvement Program (TIP). The Transportation Plan includes transit, highway, pedestrian and bicycle infrastructure improvements planned for implementation between 2018 and 2040 within the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. If you are unable to attend and wish to review the Draft 2040 Transportation Plan and Fiscal Year 2018-2021 Transportation Improvement Program (TIP), you may visit our office where material will be available for review. You may also view the materials at NIRCC.com. The intent of the open house is to solicit input and comments from the public regarding the documents. NIRCC will accept comments April 5, 2018 through April 27, 2018.

- **When:** April 18, 2018 from 4:00 PM – 6:00 PM
- **Where:** Citizens Square - Omni Room (Room #045)

### GFW Inc.'s 2018 Legislative Agenda

The 2018 Legislative Agenda presents Greater Fort Wayne Inc.'s policy position statements as well as our key legislative priorities at all levels of government. The agenda unites and advocates with one voice on behalf of Allen County's business community. Our year-round advocacy and public policy efforts are focused on five areas to help our community compete on a national level for jobs and talent: Economic & Community Development, Transportation & Infrastructure, Entrepreneurs & Business Development, Education & Workforce Development, and Government Efficiency. [Click here](#) to view the 2018 Legislative Agenda.

# News~Sentinel

April 16, 2018 | Submit News

<http://www.news-sentinel.com/news/local-news/2018/04/16/road-construction-to-affect-entry-to-buckner-salomon-farm-parks-in-fort-wayne/>

## **Road construction to affect entry to Buckner, Salomon Farm parks in Fort Wayne**

Road construction projects scheduled to begin this month will affect how you can drive to Buckner and Salomon Farm Parks in Fort Wayne.

\* Beginning April 23, paving work on Bass Road will force all visitors to Buckner Park on Bass Road to enter from the east side of the park on Bass Road, the Fort Wayne Parks and Recreation Department announced Monday. The paving work is expected to take about three months to complete.

\* Beginning April 30, construction work will take place on Dupont Road from the Salomon Farm Park entrance to Coldwater Road, the announcement said. People driving to the park will have to access it from the west via Lima Road to Dupont Road.

<http://www.news-sentinel.com/news/local-news/2018/04/18/patrick-zaharako-named-fort-waynes-city-engineer/>

## Patrick Zaharako named Fort Wayne's city engineer



Patrick Zaharako has been appointed city engineer after serving as assistant city engineer and flood control manager since 2013. Prior to joining the city, Zaharako was a project manager for Commonwealth Engineers Inc. from 1993 to 2013. While at Commonwealth, Zaharako led projects in more than 20 cities and towns across the State of Indiana.

He replaces Shan Gunawardena who became director of the Public Works Division late last year.

"Patrick has taken leading roles on many large scale projects in recent years. I'm confident his leadership and experience will continue as we move forward on new endeavors that address transportation improvements for pedestrians, bicyclists and motorists," Gunawardena said in a statement.

Zaharako received an MBA from Indiana University, an undergraduate degree from Rose-Hulman Institute of Technology and is a registered professional engineer. He also served six years in the Indiana National Guard as a Combat Medic/EMT.

## **KEVIN LEININGER: Allen County's unique bridge experiment has begun, but officials must watch to see whether it works**

When Mayor Tom Henry held a press conference last month to announce that a “record \$30 million will be invested in Fort Wayne streets, roads, sidewalks, curbs and trails” this year, a very important aspect of the story went all but ignored: the fact that, for the first time, the city is responsible for maintaining its own bridges. So is New Haven and perhaps Woodburn, too.

Motorists may not know or even care that the Allen County Highway Department is no longer responsible when the city begins work begins year to replace bridges on Washington Center Road, Stonehedge Boulevard and Edsall Avenue, where the 70-year-old, 96-foot span has been closed to vehicular traffic since 2015. But local officials continue to debate whether Allen should be the only county in Indiana not responsible for all but state and federal spans.

To city Public Works Director Shan Gunawardena, the city's decision to assume responsibility for its 95 bridges made more than financial sense. It also gave the city control over design. When the Edsall Bridge reopens, for example, it will also be equipped with lighting that wasn't in the county's plans. In addition to lighting, he said, the city plans to include sidewalks in its bridge planning from now on.

There are 396 bridges in Allen County, but in 2003 County Council responded to a tight budget by eliminating a property-tax supported bridge fund, making \$728,000 available for other purposes. That made less money available for bridges, though, so six years later the county stopped maintaining spans of less than 200 feet in all but the unincorporated areas. That in turned sparked the 2009 agreement that saw the county double its wheel tax in return for a pledge from Fort Wayne, New Haven and other towns to a portion of the additional cash to the county to cover bridge-related costs.

But that deal expired last year, and Fort Wayne and New Haven decided to assume control of their own bridges after the county suggested increasing Fort Wayne's annual payment from \$1.35 million to \$2.7 million and New Haven's from about \$70,000 to nearly \$470,000. County Commissioner Nelson Peters said the increase reflected the county's anticipated costs, but city officials insist they can save money by going it alone, even though Gunawardena said Fort Wayne has added a bridge program manager and may have to consider increasing its wheel tax to help cover bridge expenses.

New Haven Mayor Terry McDonald, meanwhile, said his city may have to transfer money from the general fund to create a bridge account and consider a wheel tax of its own.

All of which, Peters insists, illustrates what he's been saying all along: Working with the county allowed Fort Wayne, New Haven and other towns in the county to benefit from the economy of scale.

“We already have a bridge person, Fort Wayne has added one and New Haven will probably do the same thing,” he predicted.

McDonald said there's more than dollars at stake, however. In his view, the county simply never gave New Haven its money's worth. A bridge on Main Street, he said, was supposed to be repaired last year by the county but wasn't. Now it's New Haven's responsibility, and the city is putting together a bridge plan to determine what needs to be done, and when.

In truth, the county often used outside engineering firms on bridge projects, and so will Fort Wayne and New Haven. And in March the three entities agreed to a four-year plan under which the county will be responsible for inspections. But even though some towns have extended their deal with the county, others have not. Woodburn Mayor Joseph Kelsey he's still negotiating with the county hoping to reduce its assessment.

No one should doubt the county's bridges will continue to be well-maintained regardless of who's responsible and, as an experiment, the current agreement makes perfect sense. If better services can be provided at the same or even less cost, taxpayers will benefit.

But as with all experiments, this one must be judged by the outcome. So McDonald has a point when he says: "We all drive on each others' bridges. What needs to happen is that all Allen County government entities should come together (and assess what's working, what isn't and which costs are or or not legitimate). We can do a better job collectively."

This column is the commentary of the writer and does not necessarily reflect the views or opinions of The News-Sentinel. Email Kevin Leininger at [kleininger@news-sentinel.com](mailto:kleininger@news-sentinel.com) or call him at 461-8355.

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UPDATES < >

## NIRCC Transportation Open House April 18

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Tuesday, 10 April 2018 13:22

The Northeastern Indiana Regional Coordinating Council (NIRCC) would like to invite the public to attend an open house to review the Draft 2040 Transportation Plan and the Fiscal Year 2018-2021 Transportation Improvement Program (TIP). The open house will be held April 18, from 4:00 p.m. to 6:00 p.m. in the Citizens Square Omni Room (Room #045).

The Transportation Plan includes transit, highway, pedestrian and bicycle infrastructure improvements planned for implementation between 2018 and 2040 within the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. The intent of the open house is to solicit input and comments from the public regarding the documents.

LEARN MORE

## NIRCC INVITES PUBLIC TO LOOK AT DRAFT 2040 TRANSPORTATION PLAN



FORT WAYNE, Ind. (WFFT)- Wednesday, the Northeastern Indiana Regional Coordinating Council invited the public to take a look at the Draft 2040 Transportation Plan and the Fiscal Year 2018-2021 Transportation Improvement Program.

"It's just an opportunity to get feedback from the public," said Public Works Director Shan Gunawardena.

People who live in Fort Wayne, New Haven and Allen County came to learn about what transit, highway, pedestrian and bicycle infrastructure improvements the NIRCC is proposing.

"They are honestly doing a darn good job making sure that sidewalks are going to be and transit expanded where it can be," said resident Eli Samaan.

The proposal is a list of improvement projects over the next 25 years. Some are already under construction or starting soon.

"Dupont Road widening came through this planning process. Also the Mapel Crest widening project," said Gunawardena.

Everyone who attended had the chance to have their questions answered, and fill out a comment sheet. The NIRCC says they will consider any suggestions that the public makes.

"We can't do a project that would do a significant demand of loss of quality of life. Those are some of the things we listen to as we develop the plans," said Gunawardena.

NIRCC will accept comments until April 27. If you missed the event and would like to see the plan visit NIRCC.COM



# News~Sentinel

May 03, 2018 | Submit News

## Bridge work could slow traffic at I-469 and Maplecrest starting Saturday

LOCAL NEWS

MAY 3, 2018

KEVIN LEININGER  
kleininger@news-sentinel.com



SHARE



TWEET



Bridge maintenance is planned for I-469 in Fort Wayne on or after Saturday, weather permitting. Motorists may experience daytime shoulder closures and alternating lane restrictions on I-469, in both directions, between mile marker 28-30 over Maplecrest Road. Drivers should be prepared for stopped traffic in the work zone. The Indiana Department of Transportation urges drivers to use caution and consider worker safety when driving through an active construction zone.

Daytime restrictions on the I-469 bridge are expected to remain through early fall, weather permitting. The contract was awarded to Pioneer Associates for \$999,000 and includes the rehabilitation and maintenance of various other structures throughout the Fort Wayne District. View this project in INDOT's online travel system here: <http://bit.ly/2joXHH2>

Saturday, May 5, 2018 | The Journal Gazette 3C

## Coliseum bridge repair to last until early July

**RON SHAWGO**

*The Journal Gazette*

Another road project on Coliseum Boulevard will tie up traffic through early July beginning Monday.

Repairs on a Coliseum Boulevard West bridge, a mile west of Lima Road, will reduce traffic to one lane in each direction, the Indiana Department of Transportation said this week. The bridge, over Spy Run Creek, is between Executive Boulevard and Newaygo Road.

The work adds to a busy road construction season at several main arteries.

A project is underway on Coliseum at Coldwater Road. That work includes new turn lanes and is not expected to be complete until late fall. INDOT also is resurfacing Lafayette Street between Paulding Road and Edgewood Avenue, which also

will extend into fall.

That doesn't count several city and county projects, including part of Dupont Road that is closed between Coldwater and Lima roads. Parts of Hillegas and Bass roads are also closed.

For the Coliseum Boulevard West project, westbound traffic will be shifted to the eastbound lanes while work takes place on the westbound bridge. Later this summer, eastbound lanes will be shifted to the westbound lanes.

A 35 mph speed limit will be strictly enforced.

The contract was awarded to R.L. McCoy for \$9.6 million and includes the rehabilitation and maintenance of several structures in Adams, Huntington and Wells counties, as well as the resurfacing of U.S. 27 and U.S. 224 in Adams County, according to INDOT.

rshawgo@jg.net

# Ruoff downtown HQ confirmed

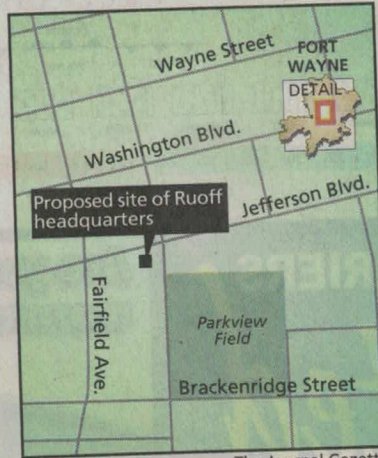
8-story 'warehouse' building proposed with 1st-floor retail

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

Fort Wayne residents can expect to see a traditionally styled, eight-story brick building if or when Ruoff Home Mortgage completes its plan to locate its corporate headquarters in downtown Fort Wayne.

The home mortgage lender Friday confirmed it aims within the next few weeks to reach a financing agreement with city officials to move its headquarters to the southwest corner of West Jefferson Boulevard and Ewing Street.

The site is now a vacant lot across



*The Journal Gazette*

from Parkview Field last used as a staging area for construction of the Cityscape Flats housing complex.

Mark K. Music, 56, Ruoff president and chief executive officer,

described the new headquarters as looking like "an old warehouse, loft-style building" with four levels of parking, including one below grade, and 13,000 square feet of retail space on the ground floor.

The building faces Ewing and looks over the ballpark, he said. "It should fit in very nicely with the look of the ballpark," Music said.

Music said the project, in the works for two years, awaits resolution of a financing agreement for the building's parking garage. He said it would accommodate about 240 vehicles in a downtown area where parking increasingly comes at a premium.

"We're pretty confident that we have the office building part of the project pretty well in order. The

**Ruoff, Page 9A**

# RUOFF

Continued from Page 1A

hurdle we're still needing to get over is the parking garage portion. The challenge is that, being downtown, parking garages tend to cost more than they appraise for," Music said.

So, he said, the project has a financing "hole" to fill and is looking to the city to help.

He declined to discuss how much is needed or who would make the financing decision and when it might occur.

John Perlich, spokesman for Mayor Tom Henry, said Thursday the city and Ruoff are continuing to negotiate.

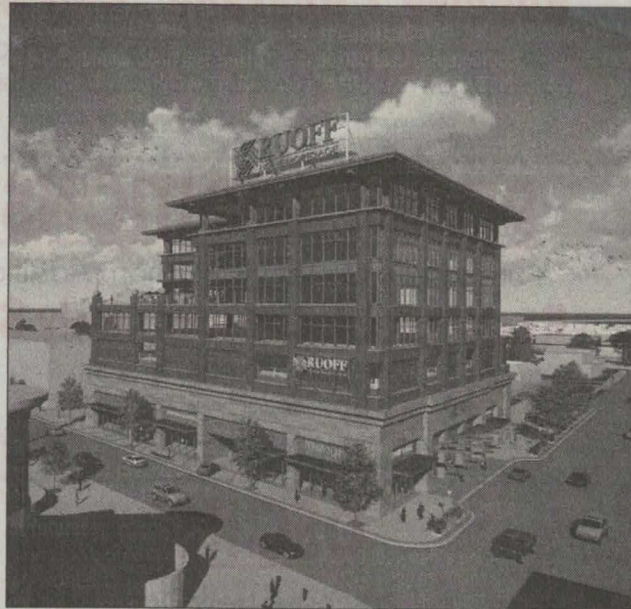
The project has been estimated at \$32 million.

In December, the project received \$5.8 million in Community Revitalization Enhancement District tax credits through the Indiana Economic Development Corp.

Since then, "we've been working on the design to bring the cost and construction time down, which we've done," Music said, noting two stories were cut from the building as initially envisioned.

"Now it's a matter of sitting down with the city one last time. We've squeezed it as much as we can," he added.

Ruoff, which will retain its lending centers on Du-



Courtesy

**This artist's rendering shows the proposed Ruoff Home Mortgage headquarters downtown.**

pont Road and Pointe Inverness Way, would move its corporate office employees now at 1700 Magnavox Way into the new building.

They now number about 150 but could rise to 225 in the three or four years it will take to bring the new building online, Music said.

The building has 97,000 square feet of space not counting the parking garage and retail area, he said.

The company has offices around Indiana and in Ohio, Michigan, Kentucky and Florida.

Having an up-to-date workspace is essential to recruiting and retaining young talent needed for a company

to grow, Music said.

The company wants to be in downtown Fort Wayne "for a number of reasons, but the primary driver is we need to attract young people, particularly young talent," he said.

"So, having a state-of-the-art office environment for them to work in, plus having a vibrant work environment around them downtown is vital," he added.

"After all, we're competing with places like downtown Indy and Columbus, Ohio," Music said. "It's a challenge just to attract talent – and keep our best talent at home."

rsalter@jg.net

# Trail system gets boost from donors, Teds Market

**SHERRY SLATER**  
*The Journal Gazette*

**F**ort Wayne's 108-mile trail system doesn't charge admission.

No tickets. No tolls. No turnstiles.

So boosters needed another way to allow the estimated half a million annual users to support the paths where they walk, run and ride on a monthly, weekly or daily basis.

Enter Teds Market. Owner Brian Hensch volunteered last year to host an annual fundraiser in his beer hall and restaurant at Union Chapel and Coldwater roads. The event raised \$1,000.

The goal for this year's Pufferbelly Fest, which was held Saturday, was \$3,000. Kent Castleman, executive director for Fort Wayne Trails, believed the steep increase was achievable because of tweaks to the event, which allocated 10 percent of all sales to the trails.

Customers were also encouraged to bid on 22 silent auction items, make cash donations and sign up to become trail blazers, a program that asks supporters to set up automated monthly donations of at least \$10. About 40 trail blazers have signed up since the program was launched last fall.

Saturday's event included live acoustic music and a hog roast.

Since last year's fundraiser, about 11 miles of trails have been added to the local total, Castleman said. About six more miles are scheduled to be

**Trail, Page 2C**

# TRAIL

Continued from Page 1C

added this year.

Although officials with Allen County and the city of Fort Wayne and the town of Hometown pay the majority of trail costs with tax money, Fort Wayne Trails plays a role.

"Our contributions help speed projects along," said Castleman, who bikes on the trails a couple times a week.

Tonya Brown and her husband were out on the trails four days last week. The north-side couple's destinations include downtown Fort Wayne and New Haven.

"We use the trails a lot. We biked here," she said of the fundraiser.

The Browns want to put their money where their tire treads are.

"We use it, so we want to pay for it," she said. "Plus, we love Teds."

Sarah Webster is a local runner who ventures onto the trails about once a week. On other days, she stays in her neighborhood. But the Defiance, Ohio, native loves her trail days.

"It's one of my favorite places to run – the loop around the YMCA – pri-



Rachel Von | The Journal Gazette

**Chelsea Erickson sings at Teds Market during Pufferbelly Fest, designed to raise money for Fort Wayne Trails.**

marily because it's just beautiful and peaceful. And it's always busy, so you feel safe," she said.

Mark Webster, her husband, works in human resources for Parkview Health. Although he doesn't use the trails himself, he talks to job applicants who ask about local cost of liv-

ing, schools, churches and, yes, trails.

"It's definitely an attractive aspect of Fort Wayne," he said.

Throughout this month, Teds Market is accepting \$5 and \$1 donations toward the trails. Each gift is acknowledged with the donor's name on a specially

designed emblem posted inside the restaurant.

Castleman said future fundraisers could include even more varied opportunities to support local trails.

"We really want it to be a bigger festival," he said, "but we're easing our way into it."

sslater@jg.net

# The Journal Gazette

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**JGLOCAL (/NEWS/LOCAL)**

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Sunday, May 13, 2018 1:00 am

## Distracted driving is on upswing

### Driver's ed students notice it; California firm tracks it

**RON SHAWGO | The Journal Gazette**

It's not a scientific survey, Betty Bradtmiller acknowledges up front, but a clue to how preoccupied we've become behind the wheel.

Counting drivers at intersections the last five or six years, her driver education students found 73 percent – nearly three of four – distracted in some way, said Bradtmiller, owner-manager of Safeway Driving School in Fort Wayne.

The guy playing a harmonica; a girl reading a paperback; the semi driver on a cellphone veering into a student driver's lane.

"We had to go off the roadway a little bit to avoid the semi, and I look up and he's texting," Bradtmiller said.

Cellphone use is far worse than people imagine, according to Zendrive, a San Francisco startup that tracks phone use for auto insurers and ride-hailing fleets. The company estimates 69 million drivers use their phones each day, according to survey results it posted last month. At any given hour, 40 percent of drivers use their phones at least once on average, Zendrive reports.

"As you have more young drivers on the road, and as people increasingly become addicted to their smartphones, it will continue being a major health issue – almost an epidemic – in this country," Zendrive founder Jonathan Matus told Bloomberg.

From December through February, Zendrive technology monitored 4.5 million drivers who traveled 7.1 billion miles, comparing the results with the year-earlier period, Bloomberg reported. Roughly two of three of those people used a mobile phone while driving at least once. The average use was almost four minutes – a 5 percent increase from last year, according to the news agency.

Indiana drivers were the 14th most distracted among the states and District of Columbia, according to the study. While driving, Hoosiers use cellphones 6.58 percent of the time on average. Mississippi drivers were the worst at nearly 8 percent of the time, according to Zendrive.

Phone use increased dramatically across the country, including in 14 states that have banned handheld phones behind the wheel, Bloomberg reported. Phones were being used more often in California, Oregon and Washington, where lawmakers drastically strengthened regulations last year, allowing only hands-free use of mobile phones. Vermont was the only state in which Zendrive recorded a decline in drivers on phones.

Indiana State Police data show a slight increase since 2016 in crashes due to phone use, though they remained less than 1 percent of all crashes. There were 1,087 wrecks in 2016 in which a phone was a contributing or primary factor. The number climbed to 1,100 last year.

Still, many cases can go unreported because a driver causing a crash while using a cellphone is hard to prove.

In Fort Wayne, distracted driving is not usually a primary cause of a crash, said Lt. Tony Maze, who oversees the police traffic division. Rather, an incident report is most likely to say the driver was following too close in a rear end collision, he said.

"I think it's probably out there more than it's reported, based on the type of crashes," Maze said.

Distracted driving, including the use of cellphones and other devices, was a contributing factor in 244 Allen County collisions in 2015, Maze said. Such crashes increased to 303 in 2016 and dropped to 270 last year.

A sampling of Fort Wayne police incident reports involving driver cellphone use can be repetitive: a driver on a phone rear-ends the vehicle in front.

"I asked him about the phone and he told me he had it in front of him on speaker phone," a March 2 report of a crash at Spy Run Avenue and Lawton Place states. "I pointed to the crash and explained it appears he had been distracted by it. He agreed."

A driver traveling south on St. Joe Road and approaching Stelhorn Road on March 8 received a text message. She "advised she looked down at her cell phone & did not see V2 (vehicle 2) sitting at the red light. (She) advised that is when she rear ended V2."

Indiana law prohibits drivers from typing a text or email message, or transmitting or reading such messages unless they use hands-free or voice-operated technology. Drivers are free to call 911 to report an emergency.

A 2015 law prohibits people younger than 21 from using a cellphone, or in the law's language a

## Fort Wayne's CTN asking people to urge state officials to change new Medicaid nonemergency transportation contract

Community Transportation Network (CTN) doesn't want to leave Medicaid patients at the curb while helping other people into their doctor's office or other location, so the nonprofit won't be participating in the Medicaid non-emergency transportation program beginning June 1, CTN announced Wednesday.

CTN officials are asking community members to contact Gov. Eric Holcomb, state legislators and Indiana Family and Social Services Administration (FSSA) officials to request they temporarily suspend the new contract taking effect June 1 that governs nonemergency transportation of Medicaid recipients, said Becky Weimerskirch, CTN executive director.

The suspension would allow state officials to receive more feedback from transportation providers and riders, which hopefully will lead to changes that allow drivers to assist Medicaid patients, if needed, from their door to inside their doctor's office door and back, Weimerskirch said.

CTN plans to make more details about the situation available at a news conference at 10 a.m. May 30 at its office, 5601 Industrial Road.

"We're not screaming about this because it hurts CTN," Weimerskirch said. "It hurts them (Medicaid patients)."

The change also goes against CTN's mission: "To provide dependable and efficient transportation so no one is left behind."

The organization provides transportation for more than 900 people per year, including older adults, people on a limited income, and field trips for preschoolers and senior citizens, Weimerskirch said.

Under the contract Indiana FSSA signed with Southeasterns of Atlanta, drivers can't provide that help to Medicaid patients beginning June 1, she said.

As of June 1, Southeasterns also will take over all scheduling of transportation for all non-emergency travel needs of Medicaid patients, who can make 20 non-emergency trips per month, it said on the [Indiana FSSA website](#).

Patients no longer will be allowed to schedule trips by calling a transportation provider or taxi cab on their own, the website said.

With "door-through-door" service, CTN saves the state money by allowing some Medicaid recipients to continue living on their own rather than needing nursing-home care, Weimerskirch said.

If the state declines to change the contract restrictions on drivers helping Medicaid passengers, CTN will have to charge those patients slightly more because it still wants to provide that level of customer service, Weimerskirch said.

How much more Medicaid patients will have to pay will depend on the number of trips they make a month, she said. Those making many trips will receive a discounted rate.

### LEARN MORE

To learn more about Community Transportation Network (CTN), go to <http://www.ridectn.org> or call 1-260-420-3280.

## Curb ramp improvements coming in Harlan, Monroeville

The Indiana Department of Transportation will install new curb ramps on Indiana 37 through Harlan and on Indiana 101 through Monroeville. Work is scheduled to begin on or after Friday, weather permitting. The new curb ramps will comply with the Americans with Disabilities Act. In Harlan work will take place at most intersections between Spencerville Road and School Street. In Monroeville, work will occur at most intersections between McDonald and Barnhart streets.

Construction may include widening a portion of the sidewalk, installing the ramps and lowering the approach to align the ramps with the road. Pedestrian detours will be provided throughout the work. The curb ramp upgrades are part of a larger project that includes the intersection improvement Indiana 101 and U.S. 30, as well as restoration of Indiana 101 north of U.S. 24 in Allen County. The combined project was awarded to Brooks Construction Company for \$5 million.

# CTN can continue rider help

## Contract put service at risk

**DAVE GONG**

*The Journal Gazette*

Until Friday, Fort Wayne's Community Transportation Network was unsure whether the company would continue as a Medicaid provider, but thanks to a last-minute amendment to a contract with a Medicaid broker, services will continue.

A clause in a new contract with Southeasterns, the firm acting as a Medicaid broker for CTN, would have severely limited the amount of assistance that drivers could give to passengers with disabilities who use Medicaid to pay for the service, CTN Executive Director Becky Weimerskirch said Wednesday.

Those restrictions would have meant drivers could not help passengers into or out of their homes, nor could they help clients get to their appointments once they reach their destination, Weimerskirch said.

"One of our large programs here at CTN is a medical transportation service for primarily seniors and people with disabilities," Weimerskirch said. "Not only is that ride equal to access to get to medical appointments and maintain their health and independence, many of them require a little bit of TLC along with that ride."

But after a conversation with Rob Zachrich, chief operating officer for Southeasterns, an amendment was

made to the Medicaid contract allowing drivers to continue to provide that assistance unabated.

Without that amendment, Weimerskirch said, CTN would have dropped out as a Medicaid provider Friday.

The reason for the restrictions, Weimerskirch said, was concern about a driver leaving the vehicle with other people who might not be getting off at that stop. But Weimerskirch said at a larger location, that's probably not going to happen.

"It's not like we're moseying around the hospital for 20 minutes," she said. "So people are not at much risk, and most group rides are probably going to the same destination."

Of more than 900 people who participate in CTN's medical transportation service, about one-third use Medicaid, Weimerskirch said.

In a statement Wednesday, Alice Robinson, vice president of planning and marketing for Lutheran Health Network, said the care that CTN provides is vital. Robinson is also a member of the CTN board of directors.

"As a health network, we see daily, sometimes hourly, the support that CTN provides as they assist patients to their doctor's office, or testing or treatment appointments," Robinson said. "Moreover,

## CTN

Continued from Page 1C

the 'door thru door' assistance gives those patients the dignity and respect they deserve, ensuring they reach their intended location safely and timely.

"I am grateful not only on behalf of LHN but also as a CTN board member that CTN was able to resolve this discrepancy in the contract quickly so these clients can continue with transportation

services uninterrupted."

According to its website, CTN provides transportation services to "seniors, people with disabilities, children, youth and the agencies that support them." Weimerskirch said CTN is the only private nonprofit transportation network in the Fort Wayne area. Operations at CTN began in 2001.

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**The Journal Gazette**

*Now you know*

# Washington Center to close

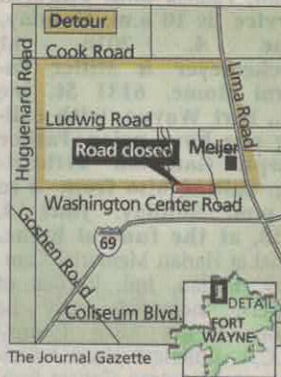
## For Spy Run Creek bridge project

**DAVE GONG**  
*The Journal Gazette*

Washington Center Road will close between Cross Creek Boulevard and Country Forest Drive on Fort Wayne's north side starting Monday.

The road will close to allow Allen County crews to replace the bridge over Spy Run Creek. The closure is expected to last through October, and drivers are encouraged to use a detour that directs traffic to Cook Road via Lima and Huguenard roads.

During construction,



The Journal Gazette

city crews will add a new traffic signal at Cross Creek Boulevard, east of the bridge.

The Allen County High-

way Department determined the bridge was failing two years ago and lowered the weight limit while designing the new bridge. In less than 10 years, traffic along Washington Center Road has increased more than 20 percent from 11,400 cars per day in 2009 to 13,900. The bridge is within the Fort Wayne city limits, but the Allen County Highway Department is leading the federally funded project.

Once complete, the new bridge will add an extra traffic lane in each direction, connect to a trail and sidewalk and improve lighting.

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# Fun at rivers, parks

**COREY MCMAKEN**

*The Journal Gazette*

Many residents will be headed out to local parks and the rivers this summer.

Riverfront Fort Wayne will put on more than 200 programs through September, more than doubling its total from last year.

"We want people to have lots of opportunities to get involved with their rivers, no matter their interest," says Megan Butler, program and events manager for Riverfront Fort Wayne. "So we have recreation opportunities, we have nature-based opportunities and we have arts- and culture-based opportunities."

The group has increased the number of boat tours offered and will include ecology as well as history-themed tours beginning Sunday. The tours are \$12 per person and registration is required.

Riverfront Fort Wayne has partnered with Fort Wayne Outfitters for several "paddle socials" each week where people can bring canoes or kayaks and spend some time together on the rivers.

On Wednesdays there will be an educational session, on

Friday nights there will be a sunset paddle, and on Sunday mornings there will be sunrise paddles.



The \$10 events will take off from Fort Wayne Outfitters, 1004 Cass St. Kayaks can be rented for an additional cost. Registration is required a week in advance.

The Riverfront Film Series returns this summer with "Top Gun" on July 28 at Hop River Brewing Co., 1515 N. Harrison St. There will be a fee with required registration for the "Top Gun" showing, which includes dinner and activities such as a costume contest.

A yet-to-be-announced arts-themed movie will be shown at Taste of the Arts on Aug. 24 and "Troop Beverly Hills" will be shown Sept. 29 at Johnny Appleseed Park.

There are free stargazing events June 8, July 13, Aug. 10 and Sept. 14 at Lawton Park in collaboration with the Fort Wayne Astronomical Society.

There is a bird-watching program on the second Sunday of each month at 2 p.m. at Lawton Park.

Riverfront Fort Wayne also has free "young naturalist" programs for children once a month, as well as story times, riverfront cleanups, walking tours and more.

The fourth annual Dragon Boat Races will be held June 23.

For a full schedule and registration details for Riverfront programs, go to [www.RiverfrontFW.org](http://www.RiverfrontFW.org).

The Fort Wayne Parks and Recreation Department puts out its "Fun Times" booklet

**Summer, Page 2W**

# SUMMER

Continued from Page 1D

with outdoor activities every season. This summer's book is one of the largest in years, says Chuck Reddinger, the department's deputy director of recreation.

"I really look forward to this time of year because I love to get out into the parks system and see people having fun," he says.

Summer is the busiest time for the city parks, whose events include con-

certs at Foellinger Theatre and programs such as the Senior Games, which are hitting record numbers.

The Botanical Roots Concert Series returns to Foellinger-Freimann Botanical Conservatory at 8 p.m. Fridays from July 27 to Aug. 31.

Cost is \$6 for ages 13 and older; children 12 and younger are free.

The Summer Playgrounds program begins Monday and runs through July 27. Children 5 and older are welcome to activities at Hamilton, Lakeside,

Lafayette, Memorial and Packard parks and Hanna Homestead.

Similar programs are available at Cooper Community Center, Jennings Recreation Center and Weisser Park Youth Centers. The programs run 9 a.m. to 5 p.m. Monday through Friday.

Children can get breakfast and participate in activities such as games, crafts, field trips, enrichment programs and character building exercises.

Free lunch is provided by Fort Wayne Community

Schools from 11 a.m. to 12:45 p.m.

Children are supervised by trained staff and parents must complete a registration form on their kids' first visit.

"The idea is to have a safe haven for kids to go throughout almost all summer that they can have a safe environment with lots of activities," Reddinger says of the program.

For more information on Fort Wayne Parks and Recreation events and programs, go to [www.FortWayneParks.org](http://www.FortWayneParks.org).

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# Visionary Trail link becomes a reality

## Path on Bluffton Road part of Poka-Bache Connector

**DAVE GONG**

*The Journal Gazette*

Surrounded by community members and representatives from the Northeast Indiana Regional Development Authority, Mayor Tom Henry on Thursday officially opened a 1.5-mile section of the State Visionary Trail along Bluffton Road.

The trail runs along Bluffton Road between Lower Huntington Road and West Foster Park. It connects 3,817 residents to more than 170 businesses within a half-mile radius of the trail.

"Investing in trails is critical to neighborhood and regional development," Henry said in a statement. "We continue to demonstrate a commitment to enhancing quality of life amenities that make our community more attractive for businesses, economic development opportunities and individuals and families. We're fortunate to have a growing and thriving trails system that's having a positive impact on Fort Wayne and northeast Indiana."

The trail section opened Thursday is part of the Poka-Bache Connector, an 81-mile trail that connects Ouabache State Park in Bluffton to Pokagon State Park in Angola. It runs through Wells, Allen, DeKalb and Steuben counties.

The trail along Bluffton Road cost \$1,044,380, with \$610,000 coming from the Regional Development Authority.

"Through the Regional Cities Initiative, northeast Indiana is investing in its long-term future through targeted projects to enhance culture, connectivity and livability for Hoosiers," said Elaine Bedel, president of the Indiana Economic Development Corp. "Expanding the Poka-Bache State Visionary Trail and the Fort Wayne Area Trail Network will support the region's efforts to retain and attract top talent, advancing northeast Indiana on its road to 1 million residents."

Andrew Briggs, board chair for the Northeast Indiana Regional Development Authority, agreed.

"We know that growing Fort Wayne and northeast Indiana requires that we intentionally plan for the needs and wants of both current and future residents," Briggs said. "Study after study has linked happiness, rising property values and active lifestyle to the proximity of trails."

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# 1st visit reinforces Banks' views on hangar

**BRIAN FRANCISCO**  
*The Journal Gazette*

U.S. Rep. Jim Banks and Smith Field advocates looked around an empty old airplane hangar Thursday and saw a future tourist destination.

"To have a museum here that might attract people from all over the country to come and learn more about the history of airmail and how it contributed to aviation history, that could be a big asset to Fort Wayne," Banks, R-3rd, told news media at the north-side airstrip. "It's an exciting effort. I'm very proud to be a part of it."

Banks was visiting Hangar 2 at Smith Field for the first time. He introduced legislation this year that would designate the 1920s building along Ludwig Road as the National Airmail Museum. The bill became an amendment to the House-approved reauthorization of the Fed-



Mike Moore | The Journal Gazette

**U.S. Rep. Jim Banks speaks Thursday at Smith Field about his legislation that would designate Hangar 2 at the airport as the National Airmail Museum.**

eral Aviation Administration, which awaits action in the Senate.

Local auto dealer Tom Kelley, who pitched the museum designation idea to Banks, said the legislation is "the kind of thing we need to get some traction and to get

this thing going to the next level. My dad always said, 'Great things start with great ideas.' Well, this is a great idea. So now we've got to move on to the next stage and make it a reality."

The organization Friends of

## SEE ALSO

■ Banks pays visit to local VA Medical Center  
**Page 3C**

Smith Field hopes to raise \$2.5 million in private funds to develop the National Airmail Museum, which would house aircraft displays, interactive exhibits, photographs, a headquarters for Experimental Aircraft Association Chapter 2, a gift shop and a themed café.

The U.S. Postal Service began airmail delivery in 1911, and commercial airmail service started at Smith Field, then called Paul Baer Municipal Airport, in 1930. The airport is named for Art Smith, a celebrity stunt pilot from Fort Wayne who died in a plane crash near

**Hangar, Page 4C**

## HANGAR

Continued from Page 1C

Montpelier, Ohio, in 1926 while flying mail from Chicago to Cleveland.

Kelley said an airmail museum at Smith Field would "teach our kids and grandkids what aviation was like when it first started."

Museum advocate Bob Wearley, a former commercial pilot and ex-member of the Fort Wayne-Allen County Airport Authority, said Smith Field "did play a part in the early airmail days, and we want to re-create that."

He said the project is being planned as "a hands-on interactive museum."

Friends of Smith Field intends to have two fundraising events this summer: a golf outing and a chartered bus trip to Dayton to visit the National Museum of the U.S. Air Force at Wright-Patterson Air Force Base. Money generated from the events will finance a feasibility study on the museum, Wearley said.

Two-dozen people at-

tended Banks' Thursday visit to Smith Field, including Michael Gouloff, president of the local airport authority, and Scott Hinderman, executive director of airports. Museum renditions created by New York design firm Tessellate were lined up in the hangar and can be seen at [www.nationalairmailmuseum.org](http://www.nationalairmailmuseum.org).

"To see this type of vision for Smith Field for the future could mean sustaining what is so special about Smith Field for the long term," Banks said.

He said Sen. Todd Young, R-Ind., is "a big champion of the effort" to establish the museum designation.

Banks' legislation would not provide for federal funds for the development, construction or operation of the museum.

"Because earmarks are banned in Congress. That would be considered an earmark," Banks told The Journal Gazette in an interview.

Prohibited since 2011, earmarks are federal funds authorized for pet projects in lawmakers' home states or districts.

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## **Community Transportation Network (CTN) resolves issue regarding transporting Fort Wayne-area Medicaid patients on nonemergency medical trips**

Community Transportation Network (CTN) has resolved the issue of passenger assistance and now will continue providing “door-through-door” service to Medicaid patients for nonemergency medical transportation, the nonprofit announced today.

CTN will provide more details about the resolution during a press conference at 10 a.m. Wednesday at its offices, 5601 Industrial Road, the announcement said.

CTN announced last week it that, as of June 1, it would not be part of the new brokered contract with providers of nonemergency medical transportation for Medicaid recipients. CTN Executive Director Becky Weimerskirch said then that the problem was created by the Indiana Family and Social Services Administration’s (FSSA) decision to hire Southeastrans, effective June 1, to take over all scheduling of transportation for all nonemergency medical travel needs of Medicaid patients, who can make 20 non-emergency trips per month, it said on the Indiana FSSA website.

Patients no longer will be allowed to schedule trips by calling a transportation provider or taxi cab on their own, the website said.

The new contract also would have prohibited CTN drivers from helping a Medicaid patient from his or her door into their doctor’s office, Weimerskirch said last week. That is service CTN drivers have provided to both Medicaid and non-Medicaid patients.

CTN was prepared to drop out of the transportation service contract rather than help some patients door-through-door while having to leave Medicaid patients at the curb, Weimerskirch said.

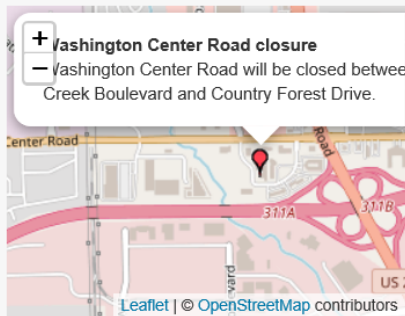
She had urged people to contact Gov. Eric Holcomb, state legislators and FSSA officials to request they temporarily suspend the Southeastrans contract so they could receive feedback from transportation providers and riders. She hoped the feedback would lead to changes that allow drivers to assist Medicaid patients, if needed, from their door to inside their doctor’s office door and back.

## Spy Run bridge replacement to close Washington Center Road starting Monday

Beginning June 4, Washington Center Road will be closed between Cross Creek Boulevard and Country Forest Drive to replace the bridge over Spy Run Creek. The closure is expected to last through October.

An official detour directs traffic to Cook Road, via Lima Road and Hueguenard Road.

Nearly two years ago the Allen County Highway Department determined that the bridge was failing and lowered the weight limit. Design of the new bridge is complete, and construction is ready to begin.



In less than ten years traffic on the road has increased by more than 20%, growing from 11,400 in 2009 to 13,900 today. This bridge is within Fort Wayne city limits, but the Allen County Highway Department is the lead agency for this federally funded project.

The new bridge will add an extra traffic lane in each direction, connect to a trail and sidewalk and improve lighting. While the bridge is replaced, the City is working on a separate project to add a new traffic signal at Cross Creek Boulevard, east of the bridge.

# Joint road repair nearly done

Will improve  
traffic flow on  
4-mile stretch

**MATTHEW LEBLANC**  
*The Journal Gazette*

The \$20 million Lafayette Center Road/Huntington County Road 900 North highway improvement project is nearing completion.

Allen County commissioners signed off Friday on spending about \$6,000 to replace and reinforce a small

section of road – one of the last items on road crews' to-do lists – that was cracked on the Huntington County side.

The money will not come from local coffers, but the expenditure must be approved by Allen County officials before it is sent to state highway officials. It is a joint project with Huntington County.

Bill Hartman, director of the Allen County Highway Department, said all that's left to do is plant grass along the road and paint lines. That

should be done within two weeks.

"We're just going through a punch list right now," Hartman said.

Commissioners agreed to spend \$100,000 on a feasibility study in 2012; the state set aside money for the project in 2015, and construction began in 2016. The road opened in the fall.

A study released in 1987 showed improvements to roads in the area were needed because of increases in traffic, according to a timeline from the Indiana De-

partment of Transportation.

Improvements included widening from two to four lanes a nearly 4-mile stretch between the General Motors plant in Lafayette Township and U.S. 24 in Roanoke. A center turn lane and paved shoulders were added, two bridges were widened and signals were upgraded.

INDOT officials said the project was needed to improve traffic flow, reduce delays and increase safety.

Funding for the project came from the state.

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**FORT WAYNE/  
ALLEN COUNTY**

**Airport gets grant  
for runway repair**

The U.S. Department of Transportation announced Tuesday that Fort Wayne International Airport was awarded a grant of \$2,646,004.

The money is being used to rehabilitate a runway, according to a notice from the department.

**Mayor's office to  
have radio show**

Fort Wayne Mayor Tom Henry's office is launching a program with a local radio station.

"Investing in the City of Fort Wayne" will air at 11 a.m. on the first and third Thursdays of every month on WELT-FM 95.7 and be hosted by city spokesman John Perlich.

The first segment will air Thursday with Henry as a guest.

City officials say the show will provide information about projects and initiatives.

**City Utilities  
earns GIS Award**

Using technology to create a standard-setting and valuable information system that will improve service and save money has earned the City Utilities Geographic Information System the 2018 Excellence in GIS Award.

Presented by the Indiana Geographic Information Council, the award recognizes GIS departments that "push the envelope and demonstrate outstanding use of geospatial technology to

improve the world," according to a news release from the city of Fort Wayne.

For City Utilities, it was a commitment to enhance tracking and keep accurate data of "asset risks" – specifically the vulnerability of water pipes that may be past their useful life.

Senior GIS analyst Troy Gray and other staff worked to "create an industry, standard-setting program that will save customers money and allow the Utility to serve residents and businesses better," the release said.

Gray built a GIS function that assigns a rating to almost 3,000 miles of water and sewer pipe. The work will aid in replacement scheduling and help City Utilities reduce pipe breaks that require emergency repairs.

## **BRIEFS**

**FORT WAYNE/  
ALLEN COUNTY**

### **Indiana 101 work to begin soon**

Two projects are planned to begin on Indiana 101 in Allen County on or after Monday, weather permitting.

The Indiana Department of Transportation said contractors will begin installation of a median U-turn at Indiana 101 and U.S. 30. This summer, the median will be closed to through traffic allowing motorists on Indiana 101 and U.S. 30 to use the new median U-turn to cross U.S. 30.

The goal of a median U-turn is to reduce, or eliminate, a significant number of severe crashes when crossing busy highways.

In addition to the median U-turn installation, INDOT contractors will also begin work on a full-depth reconstruction of Indiana 101, including removing the road down to its base, between U.S. 24 and the Allen-DeKalb county line.

## ON TAP THIS WEEKEND

You've worked hard all week. As a reward, get out and enjoy some of these events around town from [CurrentFortWayne.com](http://CurrentFortWayne.com)

### Germanfest: Through Sunday

■ **Headwaters Park:** Come eat, drink and dance together as this week-long celebration of German heritage closes out. Festivities go from 11 a.m. to 1 a.m. Friday and Saturday, and 11 a.m. to 5 p.m. Sunday.



### New Haven Canal Days: Through Saturday

■ **Downtown New Haven:** This annual festival celebrates the Hoosier spirit with a weekend of family-friendly fun. Enjoy the festivities in New Haven, just a short drive from downtown Fort Wayne. Events go from 4-9 p.m. tonight, and noon-9 p.m. Saturday.

### Hobnobben Film Festival: Through Sunday

■ **Downtown Arts Campus:** Film lovers, filmmakers and casual film consumers are all welcome at Hobnobben, presented by Cinema Center. Don't miss the area's largest celebration of film. Showtimes are Friday from 2-10:30 p.m., Saturday from 11 a.m.-midnight and Sunday from 1-9 p.m. Check [hobnobben.org/2018](http://hobnobben.org/2018) for individual showtimes.

### Pedal, Paddle and Play: Saturday

■ **Gulldlin Park:** Adventure along the riverfront on boat or bike as you work with others to complete a scavenger hunt. Meet new friends and explore parts of the city you've never seen before from noon-5 p.m.

### Celtic Woman: Sunday

■ **Embassy Theatre:** Celtic Woman combines Ireland's most talented singers and musicians with incredible stage productions. Enjoy a unique live experience with this Grammy-winning group. Showtime is 3 p.m.

These are just a few events  
going on this week. For  
a complete community  
calendar of events visit

**current**  
FORT WAYNE  
[CurrentFortWayne.com](http://CurrentFortWayne.com)

## New \$20 million downtown hotel to open next year with Burger Bar, rooftop lounge

Ground was broken Thursday on Merrillville-based White Lodging's new 136-room Hampton Inn & Suites by Hilton in downtown Fort Wayne — a hotel that will feature a walk-up Burger Bar restaurant and rooftop lounge.

The hotel will be at 226 W. Jefferson Boulevard, which is adjacent to Parkview Field and White/s Courtyard by Marriott Hotel, and rooftop lounge patrons will have a view of the field in a space with flexible seating arrangements, communal tables and soft seating. The space will be partial open-air, and fire pits will be scattered throughout the space. Burger Bar is intended as a “neighborhood” attraction, with a walk-up window on West Jefferson. The \$20 million hotel is scheduled to open in the summer of 2019.

“In 2007, the city of Fort Wayne reached out to us with the opportunity to build a hotel which would anchor a key element of a new economic engine for the city,” White President and CEO, Investments and Development Deno Yankes said in a statement, referring to Courtyard by Marriott. “Today, it’s exciting to continue that vision with a second hotel . . . designed and localized specifically to honor the great location on Jefferson Boulevard adjacent to the Grand Wayne Convention Center and Parkview Field. We believe this is another step in continuing to bring more families, business travelers and conventioners to experience all that downtown Fort Wayne has to offer.”

## State distributes nearly \$1M in Clean Water Indiana funds

INDIANAPOLIS (AP) — Two state agencies have distributed nearly \$1 million to Indiana's 92 Soil and Water Conservation Districts to improve water quality.

The Indiana State Department of Agriculture and the State Soil Conservation Board announced this week they've distributed more than \$900,000 through the Clean Water Indiana program as part of a matching grant. Each district received roughly \$10,000 to support their conservation efforts, whether that's providing technical assistance, education, training or cost-sharing programs.

Clean Water Indiana provides financial assistance to landowners and conservation groups that work to reduce non-point sources of water pollution. The program is administered by the Soil Conservation Board and funded by a portion of the state's cigarette tax.

# Bridge, trail in Aboite finished

Ceremony touts end  
of 5-mile-loop work

## JOURNAL GAZETTE

A ribbon-cutting ceremony Wednesday heralded the opening of a new bridge and trail section on West Hamilton Road in southwest Allen County.

A reinforced concrete bridge replaces the previous single-span bridge just south of Indiana 14 across Beal Taylor Ditch, local officials said in a news release.

The new bridge is 63 feet wide and 78 feet long and has two 12-foot lanes. Construction of the four-tenths-of-a-mile trail section completes the 5-mile trail loop along Covington, Illinois, Scott and Hamilton roads that was a goal of the "Oprah's Big Give" campaign. It connects residents to schools, shopping, restaurants, parks and other destinations.

"It's always a good thing when we can combine projects like this for the benefit of our citizens," Commissioner Therese Brown said in a statement. "We appreciate the patience of those who regularly travel on this road so we could provide a new trail section and a safer bridge."

Bridge, Page 2C

## BRIDGE

Continued from Page 1C

Kent Castleman, executive director of Fort Wayne Trails, said filling gaps in the system to help with connectivity is a priority.

"We appreciate partners like the Allen County commissioners and highway department who are willing to make an investment in the system to help fill gaps like this one," he said.

The construction contract was awarded by the commissioners last August to Primco Inc., which submitted the low bid of \$1.1 million.

At Wednesday's ceremony, Fort Wayne Trails presented a \$100,000 check to the commissioners. The organization successfully applied for funding for the Pufferbel-



Mike Moore | The Journal Gazette

**The Allen County Board of Commissioners and representatives of Fort Wayne Trails cut a ribbon at a ceremony marking the end of the West Hamilton Road bridge and trail project Wednesday.**

ly Trail from the Bicentennial Nature Trust in addition to a portion of the fundraising dollars from the recent "100-Mile Campaign."

The Nature Trust was cre-

ated to preserve and protect important conservation and recreation areas throughout Indiana by matching donations of land or dollars. Property acquired with this fund

for the Pufferbelly Trail north of Hathaway Road and south of Gump Road has become part of the public trust to ensure "that the land is protected for future generations of Hoosiers to use and enjoy," the news release said.

Fort Wayne Trails continues to partner with the Allen County Highway Department, Allen County Parks and Recreation and Huntertown to complete the connectivity between Life Bridge Church and Gump Road.

The right of way is owned by the county, and there is currently a wetland delineation study being performed by VS Engineering. Once completed, a proposal for full trail design will go to the commissioners for approval in late June. Construction on portions of the trail are tentatively scheduled for early 2019.

# Calhoun to again host Open Streets

**DAVE GONG**

*The Journal Gazette*

Fort Wayne's Open Streets event will return to Calhoun Street on July 15, city officials announced Thursday.

Just like last year, the event opens up more than two miles of roads to pedestrians, bicyclists and skaters. Calhoun Street will be closed to vehicle traffic during the event.

"I continue to be impressed with the quality and variety of events we offer our community and visitors each year," Mayor Tom Henry said in a statement. "Entertainment offerings and quality of life amenities like the Open Streets event are critical in our ability to retain and attract businesses and jobs, build on our downtown revitalization efforts and strengthen neighborhoods."

This year's Open Streets features 25 new activities, meaning participants will be able to take part in more than 100 games, puzzles and oth-

er events. Some of the events planned include giant board games like Jenga, chess and checkers, as well as boxing demos, 9 Square in the Air, Picture Yourself on a Harley, street hockey, wiffle ball, pickleball, cornhole and live music.

"This year's event is on track to be bigger and better with a lot of new, fun activities," Amy Hartzog, Open Streets coordinator, said in a statement. "We had a great turnout for the inaugural event and the feedback was incredible."

This year's event will include the neighborhoods of West Central, East Central, LaRez, Hoagland Masterson and Williams Woodland, as well as the central business district on Calhoun Street. Activities will also take place on Berry, Wayne, Ewing and Barr streets. More information is available at [www.openstreetsFW.org](http://www.openstreetsFW.org).

[dgong@jg.net](mailto:dgong@jg.net)

## Fort Wayne-area trails advocates recognized for their contributions by statewide Greenways Foundation

Fort Wayne-area trails advocates or organizations were recognized Thursday by the Greenways Foundation for their contributions to trails in Indiana. The awards announcements took place at the foundation's annual luncheon, which was held in Carmel, north of Indianapolis, a news release from Fort Wayne Trails said.

Area award recipients included:

- \* Outstanding Trail Advocate: Bill Adams, who has been a longtime supporter of the Pufferbelly Trail.
- \* Outstanding Corporation: Fort Wayne Outfitters Bike Depot and Bike Hub and Don Hall's Catering, which both are operated by Tim and Cara Hall, who are trails advocates and donors. The businesses also sponsor printing of an Allen County Trails map, which makes the map available for free to the public.
- \* Outstanding Local Government: Allen County, which has supported local trails development for 20 years but has increased its support in the past few years.
- \* Outstanding Trails Group: Noble Trails of Kendallville
- \* Greenways Foundation Legacy Award: Northern Indiana Public Service Co. (NIPSCO), which is based in Merrillville but which serves customers in the Fort Wayne area.

The Greenways Foundation is a statewide, charitable trust that provides leadership and advocacy for the growth and use of trails in Indiana, the news release said.

## Trail network continues to grow in Allen County

A new bridge and trail section has opened on West Hamilton Road in southwest Allen County. The new reinforced concrete bridge replaces the previous single-span bridge just south of Indiana 14 across the Beal Taylor Ditch. The new bridge is 63 feet wide, 78 feet long and has two 12-foot lanes. Construction of the 0.4-mile section completes the five-mile trail loop along Covington, Illinois, Scott and Hamilton roads. The construction contract was awarded by the Board of Commissioners last August to Primco Inc. for \$1.1 million.

Fort Wayne Trails has also presented a \$100,000 check to the Commissioners after receiving funding for the Pufferbelly Trail from the Bicentennial Nature Trust, in addition to a portion of the dollars raised in the recent “100 Mile Campaign.”

## Citilink seeks input in planning future of Fort Wayne's public transportation



Betsy Kachmar, acting Citilink general manager, boards a new 40-foot hybrid bus Tuesday to promote public participation in the bus system's 2030 Transit Development Plan. (Photo by Kevin Leininger of News-Sentinel.com)

Allen County is expected to grow by nearly 68,000 people and 41,000 new jobs by 2040, creating additional demand for public transportation in the process. Citilink has begun to plan how it can best meet that demand — and is seeking the public's help.

Citilink, Fort Wayne's public bus system, is in the process of creating its 2030 Transit Development Plan, which will assess the state of the current system, review where future development is expected to occur and identify changes that may be needed to help get people to and from work, school, shopping and other destinations.

Acting General Manager Betsy Kachmar is asking the public to participate in the "Community Transit Survey" that will help shape the new plan. The on-line survey is available at [www.citilinksurvey.com](http://www.citilinksurvey.com). Citilink will also host three rounds of public information meetings to explain the process and gather public input. Dates for those meetings have not yet been announced.

Tuesday, Kachmar unveiled a new 40-foot hybrid bus and scheduled rides with public officials to enlist them in the planning process. "We want them to help us plan for the future and show them how nice and quiet our buses are," she said.

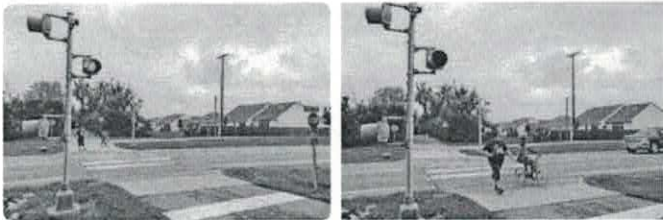
# The Journal Gazette

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## JGLOCAL (/NEWS/LOCAL)

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Sunday, July 01, 2018 1:00 am

## Trail crossing right of way goes to drivers

DAVE GONG | The Journal Gazette

Fort Wayne's trail network expanded to just over 107 miles last year and it created some confusion among trail users about the proper safety procedure when crossing a major road.

The city's Public Works Division has installed flashing signs at trail crossings that intersect major thoroughfares, city spokesman Frank Suarez said. But some trail users and drivers may be confused about what to do when they reach those signs, said Dawn Ritchie, the city's Greenways manager.

The signs flash yellow for drivers and red for pedestrians, Ritchie said. Drivers have right of way unless a trail user is already in the crosswalk. Some drivers, Ritchie said, will stop and wave a pedestrian across. However, Ritchie said that can cause traffic backups and accidents.

"Some vehicular drivers are being really, really nice. They see a trail user standing there or on their bike, waiting for the roadway to clear so they can cross," Ritchie said. "The vehicular traffic, again, they're being really nice, but we don't want them to do this, they'll stop and wave the trail user through."

On a road like Carroll, where the speed limit is 40 mph, that could cause crashes, Ritchie said.

Additionally, Ritchie said that's no guarantee traffic coming in the other direction will get the message and stop.

The lights are installed on Till and Carroll roads, Ritchie said, but there are plans to install them where the Pufferbelly Trail crosses Wallen, Cook and Ludwig roads.

Even when not crossing major roads, Ritchie said it's important for trail users to exercise caution and awareness of their surroundings. Trail users are to obey all traffic signals and signs.

When walking a dog, make sure it's on a leash 6 feet or less in length, she said. Trail users also need to communicate with one another.

"If you're coming up on a slower trail user, it's important you communicate, either with a sounding device like a bell or just yell out, 'Passing on the left,'" Ritchie said.

#### Reader email

"Are there any plans to have a light installed at (Exit) 305A to go east on Illinois? How difficult is it to have a light installed? I'm asking because Hillegas Road is supposed to have additional lanes added at some time. During the construction I can see more traffic using 305A to get to Illinois Road and unfortunately one of those drivers will probably be me. The only part of the commute I absolutely dread is merging from I-69 to Illinois Road eastbound. When leaving in the morning I usually tell my husband if I live through that merge I'll see him tonight, otherwise not."

– Teri Noll, Steuben County

**Answer:** There actually are plans to modify that interchange, INDOT spokeswoman Nichole Hacha-Thomas said.

Current plans are to remove the loop ramp from the southwest quadrant of the interchange and widen the northwest quadrant's diagonal ramp.

"The widening will allow for the necessary left turn lanes, which will bring all drivers to a signaled intersection at the bottom of the ramp," Hacha-Thomas said. "From there, they can turn right or left to travel on SR 14."

*Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area and answers selected questions from readers. Submit a question by emailing [roadsage@jg.net](mailto:roadsage@jg.net) or tweeting @JGRoadSage.*

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## New traffic signal at Getz and Constitution starting Monday

Starting Monday motorists will notice a new traffic signal at the intersection of Getz Road and Constitution Drive that will allow them to turn left and head north on Getz throughout the day. Previous rules prohibited left turns between 4 pm. and 6 p.m. The improvements added at Constitution, as well as a sidewalk, were constructed to connect Magnavox Way to Getz. A pedestrian crossing signal was also installed and will go live next week.

“We see continued growth in the area, and the lack of the ability to turn left at Constitution and Getz was creating an increase in traffic back-ups at the nearby intersection of Magnavox Way and Illinois Road. The enhancement will improve traffic flow and safety for both motorists and pedestrians in the area,” public Works Director Shan Gunawardena said in a statement. Some recent expansions include business developments on both sides of Getz near the Meijer Store, a residential development south of the intersection and growth near the Menards complex. This week the signal activated to a flash, and it will be fully operational Monday around 9:30 a.m.

About 13,800 vehicles use the intersection of Getz and Constitution daily.

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## New hikes await in Fort Wayne and Allen County for the 2018 Allen County Trailblazers program

Time to hit the trails: The Allen County Trailblazers community hiking program is open for another season of fun and adventures.

The program encourages people to get out and enjoy the outdoors by hiking trails in parks and nature preserves throughout Fort Wayne, New Haven and Allen County.

People who complete 10 of the 14 listed trails by Dec. 31 qualify for a 2018 Allen County Trailblazers medallion, which you can attach to a hiking stick.

You can find out more about the program and join in a kickoff guided hike at during an event from 1 to 3 p.m. Sunday at Metea County Park, 8401 Union Chapel Road. The event and hike are free.

This year's list of trails includes three new areas:

- **Blue Cast Springs**, 21412 Bluecast Road near Woodburn:

1-mile easy hike

The 88-acre ACRES Land Trust nature preserve protects more than 3,000 feet of Maumee River bank, as well as ravines and an upland forest, it said on the ACRES [website](#).

The preserve also is the site of a natural spring whose water once was thought to be good for your health, the website said. Bluffs stand 30 feet over the river and may have been used by Native Americans to monitor canoe traffic on the river.

- **Franke Park**, 3400 block of Sherman Boulevard:

3.2-mile hike of moderate difficulty

Hikers will explore a portion of the West Loop of trails in the park, including the Goshen, Christmas, No Return and Riverside trails.

- **Pufferbelly Trail**, starting from Smith Field, 902 W. Ludwig Road:

Your choice: 3 miles roundtrip to Wallen Road and back, or 4 miles roundtrip to Till Road and back, all moderate difficulty.

## HOW TO GET STARTED

Get started by downloading the Trailblazers registration form  [here](#).

Use it to keep track of the dates you complete each of your hikes, and then turn in the form at one of the participating conservation organizations by Jan. 31 to receive your medallion. Each person needs his or her own registration form.

Organizations participating in the Allen County Trailblazers program are ACRES Land Trust, Allen County Parks and Recreation Department, Fort Wayne Parks and Recreation Department, Fort Wayne Trails, Little River Wetlands Project, and New Haven-Adams Township Parks and Recreation Department.

## DOGS CAN JOIN YOU ON MOST TRAILS

New this year, you also can take your dog on all but three trails, as long as you keep it on a leash and pick up and carry out any poop, said Bob Dispenza, park and education manager for Metea County Park.

Dogs are prohibited on trails at three nature preserves — Little River Wetlands Project's Eagle Marsh and Arrowhead Prairie and New Haven-Adams Township Parks' Deetz Nature Preserve.

The Allen County Parks department previously didn't allow dogs on its trails because park officials believed the Indiana Division of Nature Preserves didn't want any dogs on its preserves, which border some county parks, Dispenza said. Local parks staff thought people with dogs may cross accidentally into the state nature preserves, he said, but staff now have learned people are allowed to bring dogs on trails at state nature preserves.

People also are encouraged to clean off their shoes or hiking boots before entering a park or nature preserve and to clean them off when leaving, Dispenza said. Doing so reduces the chance of spreading invasive plant seeds or starts.

## LEARN MORE

- For more about the Allen County Trailblazers program, click [here](#).
- For a list of 2018 trails, click [here](#).
- For more about the organizations involved in sponsoring the program, visit with them at the Allen County Trailblazers program kickoff event 1-3 p.m. Sunday at Metea County Park, 8401 Union Chapel Road. The event includes a guided hike.

## New Allen 1 of 6 groups in running for state grant

**DAVE GONG**

*The Journal Gazette*

The New Allen Alliance, a coalition of communities in east Allen County, was selected as one of six competitors across Indiana for a chance to receive state funding through the Indiana Regional Stellar Communities Program, officials announced Friday.

"We have been planning for several years for an opportunity just like this," New Allen Board Chairman Kent Castleman said in a statement. "So many times, plans lay on a shelf and struggle to be implemented in small communities with little staff and financial resources. This Stellar Designation brings the talent and resources of the small communities, many of whom are

**New Allen, Page 3C**

## NEW ALLEN

Continued from Page 1C

volunteers, together with county, state and federal resources for a bigger impact. Without the collaboration, the projects being discussed would just be plans for a long time. We look forward to moving into implementation once we receive this designation."

The Indiana Stellar Program aims to foster regional collaboration, rural popula-

tion growth and the leveraging of existing assets to increase quality of place. The East Allen County Rural Renewal Initiative, which New Allen Alliance officials submitted to the state in March, in cooperation with the Allen County commissioners, focuses on increased accessibility through sidewalk and trail improvements, downtown revitalization for communities and enhanced parks and recreation facilities.

"We're building a nationally recognized economy in Allen County. To do that,

we need winning strategies for our urban, suburban, and rural communities. New Allen Alliance's plan will help renew eastern Allen County and strengthen our community momentum. For Allen County to win, everyone — urban, suburban, and rural — must win," Greater Fort Wayne Inc. CEO Eric Doden said in a statement.

The New Allen Alliance will spend the next four months fine-tuning projects specific to each community. The alliance will have access to up to \$4.5 million

in Community Development Block Grants; \$2 million in rural transportation funds and \$800,000 in housing tax credits. Local community resources, countywide funding partners and private investors will be necessary to make the New Allen Alliance's application as attractive as possible, officials say.

Applications are due in September; recipients will be announced in November. If selected, the region would have four years to complete its proposed projects.

dgong@jg.net

#### CALL FOR PROJECTS

The Federal Transit Administration (FTA) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for the FTA human service transportation program known as the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. All projects selected for funding from this FTA program must be derived from this coordinated plan and be competitively selected.

The Northeastern Indiana Regional Coordinating Council (NIRCC) has developed a Coordinated Public Transit-Human Services Transportation Plan for Allen County. The Fort Wayne Public Transportation Corporation (dba Citilink) is the designated recipient of the Section 5310 funds for the Fort Wayne Allen County Urbanized Area. Therefore, any project(s) selected for funding will require the responsible agency / party to enter into a contractual agreement with Citilink.

NIRCC is seeking eligible two (2) year (24 month) operating projects initiating in 2019 and continuing through 2020 to utilize Section 5310 Operational Funding. There is up to a total of \$192,000.00 in Section 5310 Operational Funding available for projects for the two (2) year (24 month) period. The funding is for operating expenses only; capital funding will not be available.

NIRCC will select eligible operating projects to utilize Section 5310 Operational Funding. Projects will not be awarded more than \$192,000.00 in total federal funds, contingent upon the Federal Section 5310 Funding Allocation. The origin of service for the project must originate within the urbanized area. All project applications must conform to the guidelines established by FTA funding under the Section 5310 program. Projects must address at least one (1) of the Section 5310 Operational strategies identified in the Coordinated Public Transit Human Services Transportation Plan for Allen County (Available at [www.nircc.com](http://www.nircc.com)). Projects which do not qualify will be eliminated from consideration.

Eligible recipients of the Section 5310 Funds include: 1) Private non-profit organizations; 2) Eligible local public bodies (defined as a "municipal corporation" in Indiana Code 36-1-2-10) that either a.) are approved by INDOT to coordinate services for seniors and individuals with disabilities, or b.) certify to INDOT that no non profit corporations are readily available to provide the proposed service; and 3) Operators of public transportation services, including private operators of public transportation services.

A listing of eligible activities and the funding requirements for the Section 5310 Operational Funding is available at [www.nircc.com](http://www.nircc.com).

Those wishing to submit eligible Section 5310 Operational Funding projects MUST request an application package from NIRCC. Applications will only be accepted in the format provided in the application package. The project evaluation criteria are provided in the application package and can be viewed at [www.nircc.com](http://www.nircc.com). Application package requests MUST be made in writing and directed to Matt Vondran at NIRCC. Please send requests either by e-mail at [Matt.Vondran@co.allen.in.us](mailto:Matt.Vondran@co.allen.in.us) or regular mail through the US Postal Service to Attn. Matt Vondran, NIRCC, 200 East Berry Street, Suite 230, Fort Wayne, IN 46802. An informational meeting is scheduled for Wednesday, August 1, 2018 from 2-3:30 PM in Conference Room 220 on the 2nd floor of Citizens Square located at 200 East Berry Street, Fort Wayne, IN, to discuss any technical questions. Those intending to submit an application MUST attend this meeting. Applications submitted by eligible entities that did not attend the required informational meeting will not be scored or considered for funding.

NIRCC must receive project applications no later than 4:00 PM on September 21, 2018. Any questions should be directed to Matt Vondran at NIRCC either by telephone at (260) 449-7903 or by e-mail at [Matt.Vondran@co.allen.in.us](mailto:Matt.Vondran@co.allen.in.us).

This notice is also to inform all public and private transit and paratransit providers operating within the Fort Wayne Allen County Urbanized Area that NIRCC intends to award Section 5310 Funds to private non-profit organizations, eligible local public bodies, and/or operators of public transportation services providing specialized transportation to seniors and individuals with disabilities. If you wish to comment or want additional information regarding this intent or process, NIRCC must receive your written requests no later than July 27, 2018 to the address listed above.

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San Diego Union-Tribune/TNS

Valets and parking lots in Southern California are seeing less business as people use ride-hailing services more.

# Parking professionals feel pinch

Ride-hailing services cut need for people to park their cars

**JACK FLEMMING**  
*Los Angeles Times (TNS)*

LOS ANGELES — The rapid rise of ride-hailing services such as Uber and Lyft has taken a big bite out of businesses that rely on people who need to park their cars. Now they're facing a choice: keep dwindling, or innovate.

Proper Parking, in Woodland Hills, California, has seen a 70 percent drop in nightclub valet traffic since it started six years ago, said Brandon Helfer, the company's president.

In addition, it has seen a 30 percent drop in restaurant traffic and a 25 percent drop at weddings.

"At some nightclubs, we used to park 60 or 70 cars per night," Helfer said. "It got to the point where we were parking 10 to 20."

Nightclubs and restaurants, once pillars of the industry, are no longer reliable sources of revenue, Helfer said. In the industry's heyday, valet companies used to turn such a profit off the gigs, they would pay the venue owners for the right to operate there.

Now the roles have reversed. Those same venues often have to pay the parking companies if they want a valet presence out front.

Helfer's company is far from the only one affected. Parking expert Casey Wagner, who hosts a National Parking Association webinar on the rise of the sharing economy, said the numbers point to ride-hailing services taking a big bite out of the parking, car rental and taxi industries.

Proper Parking — founded in 2012, the year Uber rolled out its services in Los Angeles — was born into a world already familiar with ride-hailing services. It's openly confronting the change in the industry, finding new ways to profit off its parking services and changing the ones that fail.

For starters, that means diversification.

"Back in the day, our business philosophy was to get as many nightclub and bar accounts as possible, but now we're shifting toward management valet," Helfer said.

Proper Parking leases lots across Los Angeles. Generally, the company uses the properties as straightforward paid parking lots, but when the season is right, it

**Parking, Page 5H**

## Locally, Uber has yet to make dent

Lots, garages here generally cheaper than in major cities

**CHARLOTTE STEFANSKI**  
*The Journal Gazette*

While parking services in larger cities have seen some declines in business, finding a spot in a Fort Wayne parking garage can still be a challenge.

The Downtown Improvement District doesn't track revenue of the city's parking garages, but one official said services like Uber don't seem to be harming parking usage downtown.

"I think that it's (Uber) an amenity people are utilizing, but it definitely only seems to be augmenting what we have in an accessibility standpoint downtown," said Frank Howard, director of marketing, environ-

mental and business services for DID. "I definitely don't see garages locally suffering from that."

However, DID President Bill Brown said he sees services like Uber affecting the district over time, and garages will have to change in the future to remain full.

"The garages of the future will need to be built so they can have an easier, adaptive reuse, because over time, almost everything is going to run on an app on your phone," Brown said.

In addition to parking garages across the city, the lots at Parkview Field are typically full for TinCaps games.

John Nolan, broadcasting and media relations manager for the baseball team, said he believes businesses like Uber and Lyft haven't affected the

**Locally, Page 5H**

## LOCALLY

Continued from Page 1H

TinCaps lots, because it's already affordable — \$5 — to park for a game.

Lots near someplace like Wrigley Field in Chicago might charge \$40 or more to park within a mile of the venue, Nolan said.

"It would ultimately be more expensive for someone to have to use Uber or Lyft," Nolan said. "You wouldn't be saving money by doing a ride-sharing thing to come to a TinCaps game."

Spokesmen for the Civic Center Garage could not be reached for comment. The Harrison Square Garage declined to comment.

estefanski@jg.net

## PARKING

Continued from Page 1H

transforms them into a different kind of moneymaker.

In October, Proper Parking turns nine of its asphalt lots into hay-filled pumpkin patches called Mr. Jack O' Lanterns Pumpkins. Come Christmastime, it runs tree-selling operations there dubbed Mr. Jingles Christmas Trees. It can be a hassle to relocate monthly parking tenants, but Helfer said the hybrid lots drive up profits.

"You have to get creative," Helfer said. "Unless your lot is right next door to the Staples Center, you have to find

out-of-the-box ways to generate revenue."

Proper Parking isn't the only one branching out; deeply rooted companies across Southern California are searching for answers. This year, the San Diego Union-Tribune reported that Ace Parking, the San Diego parking giant, has seen a 50 percent drop in nightclub valet traffic and a 25 percent drop in restaurant valet traffic.

"The entire parking industry is evolving," said Mike Estey, spokesman for the International Parking Institute. "We're not just parking professionals anymore; we're parking, transportation and mobility professionals."

Those three buzzwords encompass a litany of challenges facing the industry. Uber and Lyft have shaken things up in recent years. Autonomous cars — which don't need to be parked near a person's destination, since the vehicles can just drive themselves away after riders get out — are about to wreak havoc on the status quo.

There's also the crucial issue of "curb management": local governments' policies on who gets to use the valuable space at the side of the road. Space at the curb can be used for driving, paid parking, free parking, drop-off zones, valet areas and food trucks, but it can't host all those things at once. De-

cisions about who gets priority have ripple effects on all players in the transportation industry.

"We're moving from parking to a broader set of responsibilities," Estey said. "We need to figure out how people move around urban areas."

A report released by the International Parking Institute tracking reasons for radical change in the parking industry found that 62 percent of parking professionals surveyed said ride-hailing companies are a major factor.

Additionally, half of the responses said there's a demand for mobile applications that provide real-time information on parking pricing and availability.

Helfer agrees.

For lots with monthly parkers — at an office, for example — Proper Parking offers an app to speed up the process. If someone in the lot plans to eat lunch at noon, they can punch it into the system from their phone and have their car waiting for them. It'll even shoot them a text that thanks them for parking with Proper. The company currently uses the system in only two lots but plans to implement it in others too, for an extra fee.

"Lots of accounts are looking for this type of service, especially ones with tech-savvy tenants," Helfer said.

With an on-site employ-

ee and set parking spots, the concept should be able to avoid the pitfalls of failed, tech-fueled valet startups. Startup Luxe raised \$75 million on the promise of delivering an app that would send a valet to a rider's location at the touch of a button, but parking scarcities and thin margins drove the company into the ground.

Helfer firmly believes valet is here to stay, noting that a clean-cut employee ready to take the keys is an important part of the image for certain spots, especially in Los Angeles. But the companies unable to meet the growing needs of the tech-savvy driver, he said, will be the first to go.

**PUBLIC NOTICE**

**Public Comment Period on Air Quality  
Transportation Conformity  
Analysis/Determination for  
Allen County**

Notice is hereby given that a public comment period will commence on July 24, 2018 for the Draft Air Quality Conformity Analysis and pending Air Quality Transportation Conformity Determination for Allen County. The comment period includes the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for the 2040 Transportation Plan and the FY2018-2021 Transportation Improvement Program for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area as prepared by the Northeastern Indiana Regional Coordinating Council. The comment period will end on August 28, 2018. The intent of the comment period is to solicit comments from the public regarding the Air Quality Conformity Analysis and pending Air Quality Conformity Determination for Allen County. The Transportation Plan includes transit, highway, pedestrian and bicycle infrastructure improvements planned for implementation between 2018 and 2040 within the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. This public notice, and time established for public review and comment satisfies the program-of-projects notice requirements of the Federal Transit Administration Urbanized Area Formula Programs (Section 5307, 5310 and 5339) for the Fort Wayne Public Transportation Corporation/Citilink.

The Draft Air Quality Conformity Analysis for Allen County, the 2040 Transportation Plan, and FY2018-2021 Transportation Improvement Program are available for review at the Northeastern Indiana Regional Coordinating Council, Citizen Square, 200 East Berry Street Suite 230, Fort Wayne, Indiana, 46802. Office hours are between 8:00am and 4:30pm. You may also view the materials on our website at [www.nircc.com](http://www.nircc.com). Comments can be submitted by mail to the address provided above, by e-mail to [dan.avery@co.allen.in.us](mailto:dan.avery@co.allen.in.us) or by phone at (260) 449-7309. If you have any questions or would like more information about these materials, please contact NIRCC by phone, mail or email.

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**FORT WAYNE/  
ALLEN COUNTY**

**Public meeting for  
North River plans**

A riverfront attraction project will host a presentation and public input session at 6 p.m. today on a proposed development for the North River property at Fourth and Clinton streets.

Headwaters Junction will hold the meeting at Hop River Brewing, 1515 N. Harrison St., to discuss a development plan that includes relocating operations and attractions of the Fort Wayne Railroad Historical Society and create a railyard park, roundhouse and tourist railroad. The attraction could draw 140,000 people each year to downtown, according to a 2016 feasibility study.

Representatives of a development team will present plans and answer questions, a statement from Headwaters Junction said.

Members of the Wells Street Business Association and city residents including those in the Bloomingdale, Nebraska and Spy Run neighborhoods are invited.

# Cleanup gets OK for area along riverfront

Clears oil, tanks, gasoline  
for Riverview development

**DAVE GONG**  
*The Journal Gazette*

In a 6-2 vote Tuesday, the Fort Wayne City Council approved a \$354,164 contract for environmental remediation at a riverfront site on Calhoun Street downtown.

The funds, which Redevelopment Director Nancy Townsend said were previously allocated, will be used to clean up contamination from hydraulic oils, gasoline and underground tanks. The cleanup is necessary to clear the way for the planned mixed-use Riverview development, which will include 150 residential units, a 1,000-space parking garage and 20,000 square feet of retail space near Calhoun and Superior streets.

Although the money was previously allocated as part of Community Development's

## SEE ALSO

- Council hears arguments against eliminating business personal property tax
  - Economic potential of Headwaters Junction project promoted at meeting to discuss North River site
- Page 1C**

**Cleanup, Page 8A**

## CLEANUP

Continued from Page 1A

annual budget, Townsend said City Council had to approve the expenditure because it amounts to more than \$150,000. The funds approved will come out of Fort Wayne's portion of county economic development income tax funds.

Councilman Paul Ensley, R-1st, questioned why the city plans to use CEDIT funds rather than money generated by the riverfront local income tax the council approved last year.

"It says on the digest sheet here that there's an agreement pending with the county that the county will pay these costs upfront and be reimbursed by the city," Ensley said. "So that, in my opinion, would make the cash flow implications of the riverfront LIT less of an issue."

Reasoning that CEDIT money could be used for projects in other parts of the city, Ensley offered an amendment to the contract stipulating that the money to pay for the cleanup should come from the taxes earmarked for riverfront development. That amendment failed in a 4-4 vote. Ensley was joined by Councilmen Russ Jehl, R-2nd, Jason Arp, R-4th, and John Crawford, R-at large, in support of the amendment.

"As we begin to look at phase 2 and phase 3, the riverfront budget is forming, it's taking shape," Townsend said. "As a division, we're not in a position to fully understand that budget. There are a lot of partners in that budget, other divisions. So we're not prepared to re-

quest allocation from that fund for this work."

Ensley and Jehl voted against the environmental remediation contract. Crawford, Arp, Glynn Hines, D-6th; Geoff Paddock, D-5th; Tom Freistroffer, R-at large; and Tom Didier, R-3rd, voted for it.

Councilman Michael Barranda was absent Tuesday.

City officials are also seeking a brownfield grant from the state for cleanup at the former OmniSource site north of downtown. The City Council approved purchase of that 30-acre site along Clinton Street north of the St. Marys River last year for \$4.63 million. The city is "hopeful (the grant) will soon materialize in order to help offset remediation costs," city spokesman John Perlich said Tuesday, noting that there is no definite timeline on when that decision would be made.

Efforts to redevelop the site are moving forward, Perlich said, with four entities involved in an ongoing request for proposals process. Proposals from Biggs Group; Continental Property Group, which is developing Riverview; Great Lakes Capital, which is developing the Skyline Tower building downtown; and IU Health are due next month, Perlich said.

"At this time, we do not have confirmation about how many of the four will submit proposals or what the proposals will include," Perlich said. "It's possible a team/project could be in place by the end of the year. We would anticipate that actual construction of a project could begin in the late 2019 time frame."

dgong@jg.net

# Railroad park at North River touted

**SHERRY SLATER**  
*The Journal Gazette*

Kelly Lynch's support for the proposed Headwaters Junction development has been unwavering for more than a decade.

He went into a meeting Tuesday evening with high hopes that residents living near the development's proposed site – the North River property – share his commitment.

Headwaters Junction Inc. has partnered with Continental Property Group and Design Collaborative to envision a mixed-use, downtown development that would house the No. 765 steam locomotive with a roundhouse, amid other attractions.

But it had been eight years since the Bloomingtondale Neighborhood Associ-



Courtesy

**An artist's rendering shows the proposed Headwaters Junction at the North River property.**

ation endorsed Headwaters Junction as the best proposal that members had seen at that point. So there were no guarantees.

Although there wasn't a formal vote of support at the end of the hourlong meeting at Hop River Brewing, the

100 or so people gathered asked only a few logistical questions about how often a train would run (not often) and which streets might be opened to accommodate the development (undecided).

Lynch, who spoke about the economic potential of

the project, showed slides and short films about Fort Wayne's railroad history. Years ago, he'd made presentations to smaller groups assembled by neighborhood associations.

"Before, it was just hopes and dreams, and now it's this thing that's this close to happening," he said, holding his thumb and forefinger only slightly separated.

A 2016 feasibility study found that the attraction would bring an additional 140,000 people to downtown Fort Wayne. The expected annual local economic impact is \$60 million, Lynch said.

The meeting was scheduled to take place after the city's original due date for detailed project submissions.

**Park, Page 5C**

## PARK

Continued from Page 1C

The plan was to let the train out of the station, so to speak, by revealing all project details to the public.

But because that due date got extended until Aug. 14, the project's leaders chose to keep their plans secret lest they be co-opted by another group at the eleventh hour.

The partnership is among four groups that submitted applications this year when city officials requested qualifications for developing the 29-acre site along Clinton Street just north of downtown.

Biggs Group, Great Lakes Capital and Indiana University Health also submitted paperwork outlining relevant past projects and their public-private partnership experience.

The city's goal, according to the 13-page request for qualification, is to find firms "interested in developing the North River property in a creative way that builds on the community's vision for Riverfront and is compatible with and further catalyzes the

surrounding neighborhoods, corridors and the downtown."

Greater Fort Wayne Inc. has advocated for a STEAM park on the site. STEAM stands for science, technology, engineering, arts and math. As envisioned by economic development officials, the park would provide education in all five disciplines and include an entertainment complex and a saltwater aquarium.

Asked Tuesday about what building Headwaters Junction would mean for a STEAM park, Ron Dick, an architect with Design Collaborative, said he believes Headwaters Junction would fulfill the hopes of building an economically viable tourist destination.

While responding to another audience question, Dick said he sees Headwaters Junction and Electric Works, the proposed redevelopment of the former General Electric campus, as complementary projects rather than competing ones.

IU Health has been vague about its vision for the property, saying in March that it would be "a way to explore the opportunity for potential growth" in the community.

Joe Dunaway, Continental Property Group's development director, said after the meeting that the former metals recycling site has some environmental issues that make it viable for a development such as Headwaters Junction.

A health care provider would have to spend significantly more to transform the land into a suitable site for a hospital, but it could be done, he said.

Concerns about contamination at the property prompted some City Council members to vote against the city's \$4.63 million purchase of the land. The sales agreement absolves the Rifkin family, who owned the property for many years, from financial liability for future environmental cleanup.

Lynch doesn't harbor any doubts that anyone who experiences the steam locomotive No. 765 will fall in love with it. He hopes they get that chance at Headwaters Junction.

"When you see it, you get it," he said after the public meeting. "The engine is its own superstar. I'm just its cheerleader."

sslater@jg.net

**BREAKING NEWS**

Fort Wayne officials are seeking clean up funds for not one but two major downtown projects

## Fort Wayne officials are seeking clean up funds for not one but two major downtown projects

Funds are being sought to remove environmental hazards from two major downtown redevelopment sites.

The city, which last year paid \$4.63 million for the 30-acre “North River” site just north of the St. Marys River and recently removed an underground storage tank there, is seeking a grant from the state to clean up the former industrial site. And City Council on Tuesday is expected to consider spending up to \$354,164 to remove contaminants from the future location of Riverview, a \$62.5 million residential, commercial and parking project.

[City Council late last year agreed to buy the vacant North River site](#), formerly an OmniSource scrap yard, even though the deal obligates the city to pay for the removal of any remaining contaminants. Some underground tanks and hazardous substances were removed years ago, but subsequent studies indicated the presence of petroleum contamination, PCBs and metals “exceeding current regulatory default closure levels for residential and industrial use.”

City officials have estimated additional clean up could cost about \$250,000. City spokesman John Perlich did not say how much is being sought from the state or whether additional funds might be needed, but noted that the presence of underground storage tanks “are common for older industrial properties.”

Four potential developers initially expressed interest in the North River site, but that list reportedly has been narrowed to two: Great Lakes Capital, which developed the soon-to-open \$35 million Skyline Tower housing and commercial project downtown, and Continental Property Group, which is also developing Riverview.

Perlich said proposals are due next month, after which the city will select a developer. Headwaters Junction, a proposed rail-themed park and attraction, will be part of Continental’s proposal and will host the first of several planned presentations Tuesday at Hop River Brewing, 1515 N. Harrison St., beginning at 6 p.m. For more information on the project, go to [headwatersjunction.com](http://headwatersjunction.com).

City officials announced plans for Riverview, which will include 150 residential units, 20,000 square feet of retail space and a 1,000-space parking garage, late last year. The site at 412 S. Calhoun St. is currently a parking lot but for more than 130 years was home to the Allen County Jail until the current facility was built in the 1980s.

As The News-Sentinel first reported in February 2017, the city approached the county about acquiring the site for possible development and inspected the property. Hydraulic oils, gasoline and underground tanks have been discovered, and the contract with IWM Consulting will bring the property into compliance with standards needed for development. Even though the site has been owned by the county, the city is liable for the expense, County Commissioner Nelson Peters said.

Economic Development income taxes could be tapped for the cleanup, which is essential if the project is to move forward.

“Again, this is not uncommon for older industrial sites,” Perlich said. “We are finalizing costs and continue to coordinate with the county on the work. We do not anticipate an impact on the timing (of the project).”

## As renovation of buildings continues, Fort Wayne seeks bids to improve streetscape on ‘The Landing’

With work now well underway on the \$35 million redevelopment of the Columbia Street “Landing,” the city is turning its attention to upgrading the street-level appearance of the historic downtown block.

The Board of Works is expected to open bids Aug. 7 for a project that will remove the existing sidewalk and asphalt pavement in favor of a “pedestrian-friendly streetscape plaza which would eliminate the curb and incorporate the street with the surrounding sidewalk areas. Gate features would be added at both the Calhoun and Harrison ends. The gates would open and shut in order to close the street to vehicular traffic during given times.”

In addition, the project description states, “New architectural concrete seeded with red and grey colored granite chips would be installed throughout the entire right of way . . . Construction would also include installation of in-ground landscape planting beds, including 14 new trees with up-lighting, flush wooden boardwalks, benches with accent lights, new streetlights, and storm improvements. The intersection of West Columbia and Harrison would be raised to the same elevation as the new pavement on West Columbia . . . This intersection also includes a portion of the urban trail located along the east side of Harrison between the vehicular travel lanes and sidewalk. The urban trail is intended to encourage pedestrian and cyclist activity by providing an additional 10’ wide travel lane at sidewalk elevation that links major destinations along Harrison and Superior with the Rivergreenway.”

The News-Sentinel has obtained new renderings illustrating the project’s appearance. Officials last year said the work could cost about \$2.5 million, to be funded by the city.

Cincinnati-based Model Group is lead developer of the project, which is expected to create about 113,600 square feet of commercial space and 72 residential units. Most of the remaining historic buildings on the block, which got its name because Wabash and Erie Canal boats once landed there, will be renovated and a new 8,425-square-foot building will be erected on the former site of the One Rose Marie Alley office building, which was built after the historic Rosemarie Hotel burned in 1975.

**FORT WAYNE/ALLEN COUNTY**

**Mayhew Road boat ramp  
to be officially opened**

The Allen County commissioners, the Indiana Department of Natural Resources and the Northeast Indiana Regional Coordinating Council will hold a ribbon-cutting ceremony at 11 a.m. Friday to officially open the newly constructed Mayhew Bridge public-access boat ramp.

The ceremony will be at the site off Mayhew Road north of St. Joe Road. Signs will be posted at the access road, which leads to the ramp.

Also at the ceremony, plans for a launch-site celebration paddle will be announced.

## Citilink taps Fort Wayne native for interim general manager position



John Haenftling is a Fort Wayne native who's returned to oversee Citilink as interim general manager. (Photo courtesy of Citilink)

Fort Wayne Citilink's new leader has returned to his hometown after working 25 years in public transit in Texas and California.

John Haenftling took the position of interim general manager for the public bus system under a management contract with RATP Dev USA. RATP Dev started in Paris in 1900 and has been managing and operating transit systems throughout the U.S. since 1972.

"I'm kind of assessing them," Haenftling said of the company, but he's looking at "longer hours and more frequency of service."

When RATP offered him the contract, which runs through December 2019, he believed they expected him to decline, but he was excited at the thought of returning to his hometown.

Sadly, his 95-year-old widowed mother died here between the time he interviewed for the job and accepted it. He has other family members still here, but his wife remains in Texas where she has a job. He plans to return home monthly for visits.

Haenftling, 59, is living in Cityscape Flats in downtown so he can ride the bus to work. It gives him a look at the system from the perspective of a user, not just a manager.

The Concordia Lutheran High School and Indiana University graduate is overseeing Citilink as it seeks residents' input on its 10-Year Transit Development Plan. It's something the company does each 5-10 years. It recently held two information sessions and plans more, though the dates haven't been chosen.

Haenftling has worked for the company before. As a college student, he spent a summer internship working for what was then known as the Public Transportation Corp. or PTC.

Over the years the company has added a variety of services to appeal to riders in a car-centric society and limit pollution. Buses have bike racks, and last month Citilink unveiled its first 40-foot hybrid bus.

"We're looking hard at hybrid vs. clean diesel," Haenftling said.

Clean diesel has most of the sulfur removed.

"You can get two more clean diesel buses with the cost savings than hybrid," he said.

If offered another contract to stay past 2019, Haenftling said he'd gladly take it.



Michelle Davies | The Journal Gazette

**Kent Castleman, director of Fort Wayne Trails, rear, and Mitch Barloga, director of Northwest Regional Planning Commission, check out the new boat launch area at the Mayhew Bridge public access site Friday morning.**

# New access point along St. Joe River

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

When you're launching a boat launch, you don't necessarily need a boat.

At least the Allen County commissioners and other state and local officials didn't need one this morning in launching the newly finished Mayhew Bridge Boat Launch on the St. Joseph River.

Cutting a big red ribbon was

enough as the cooperative project between the county and the Indiana Department of Environmental Resources just off Mayhew Road was opened to the public for the first time.

The site will see its official launch with boats on Wednesday, when the public can join Northeast Indiana Water Trails at 6 p.m. for a group paddle from the site to Fort Wayne's Shoaff Park.

That's about a 90-minute to

two-hour paddle, according to Kyle Quandt of the Northeastern Indiana Regional Partnership, a trip organizer. She said the event is family friendly and free.

There's no charge to use the launch at any time, and it will be open 24 hours a day, seven days a week, according to William Seegers, a DNR official who oversees all of Indiana's 433 state-related boat launches.

"We need this one because of the location on the river. We have

a program to have one every 10 miles on navigable streams and this fills a niche in the St. Joseph corridor between the Maumee Dam in Fort Wayne and the Cedarville Dam at Hurshtown Reservoir, Seegers said.

The launch is a gateway to about 13 miles of navigable river, said Republican County Commissioner Nelson Peters. "There aren't too many places where you

**River, Page 3C**

## RIVER

Continued from Page 1B

can do that around here."

He said the launch is a quality-of-life improvement for many county residents. "One of the jewels that represent Allen County quality of life is our rivers," Peters said, noting there are now 10 spots in the county to access waterways by boat.

Peters and fellow Republican County Commissioners Linda Bloom and Therese Brown attended the ceremony as did Allen County Highway Department Director Bill Hartman.

Seegers said the cost of the concrete apron is \$30,000 to \$40,000. Construction was funded by income from hunting and fishing licenses and a small tax on motorboat fuel and fishing equipment.

The ramp was done in-house this year on land donated by the county, some of which was utility right-of-way, he said.

Besides being an improvement for recreation, the launch will also aid water rescues and should cut down on the time it takes for emergency crews to access the water, Seegers and Peters pointed out.

Quandt said those who join the paddle will be given a waterways map published by Northeastern Indiana Water Trails. Because the stretch traversed is downstream, the paddle should be an easy one and through relatively placid water between the two dams, she said.

She recommends those interested in joining to bring two cars and park one at each end of the trip. Kayaks and canoes will be available for rent from Fort Wayne Outfitters and Bike Depot, 1004 Cass St. More information and reservations are available at 420-3962 and fwoutfitters.com.

Information about the trip and livery service is also available from neiwatertrails.com.

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# The Journal Gazette

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## JGLOCAL (/NEWS/LOCAL)

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Sunday, August 05, 2018 1:00 am

### City planning stop sign to fix complaint-filled intersection

DAVE GONG | The Journal Gazette

For years, the merge lane from Illinois Road South onto Illinois Road next to Jefferson Pointe has been one of Fort Wayne's most notorious intersections.

But that's about to change, Public Works Director Shan Gunawardena said last week. Work will begin soon to remove that merge and better control traffic trying to turn left onto or move across Illinois Road from the south.

"They get up to speed and rather than slow down – they're supposed to stop and yield – they go on and we have potential conflicts there," Gunawardena said.

Gunawardena said that intersection generates a lot of complaints of cars failing to yield to oncoming traffic when trying to merge.

"Ever since I came to work for the city, this is one of the routes that I've received the most complaints about," Gunawardena said. "This one has been one of those, 'What are you going to do about it?' kind of things."

A stop sign will be placed on Illinois South at the intersection with Illinois across from O'Daniel Automart, 4200 Illinois Road. Once complete, the sign will control the flow of traffic trying to turn left onto Illinois Road.

"By moving this down to a stop control here we're not going to control a lot of backup," Gunawardena said. "These types of yield conditions work well in rural areas, but in urban areas, even INDOT is trying to eliminate those mergers."

A traffic light isn't needed, Gunawardena said, because the flow of daily traffic from South Illinois Road is significantly less than Illinois Road or nearby West Jefferson Boulevard. The Illinois Road South intersection sees about 3,000 vehicles per day, Gunawardena said. That's significantly fewer vehicles than Illinois and Jefferson. About 12,000 to 13,000 vehicles travel each of those routes every day. The merge lane was installed in the 1990s before Jefferson Pointe was developed, Gunawardena said.

Removal of the merge lane and installation of the stop sign should be finished by the end of the year, he said.

### **Reader questions**

**Q. Has anyone from the Allen County Highway Department checked out Maplecrest Road north of the Maumee River bridge? The roadway is buckling and cracking now across both northbound and southbound lanes. It is getting serious enough that my suspension is bottoming out at posted speed. It needs to be checked before it causes someone to lose control. Thank you. – Andy Hammer**

**A.** Maplecrest Road is covered by the city of Fort Wayne. According to Public Works spokesman Frank Suarez, crews plan to address that section of Maplecrest – roughly between Lake Avenue and the Maumee River – soon. However, there's no set start date for that just yet. Suarez said the city is currently working on it and is seeking prices from contractors. More details will be available as the project moves forward.

**Q. When driving north on Lima Road, just after you cross over Dupont, the right lane ends. There are signs before you cross over Dupont that the lane is going to end, but often people speed up and cut in where there is no room to do so. I've seen many near misses and road rage over this. I am nervous that someone is really going to get hurt here. Would there ever be a possibility that the far-right lane after crossing Dupont could be removed so that the same lane on the south side of Dupont would be a right turn only? – Aubrey Dettmer**

**A.** INDOT is looking into the issue, spokeswoman Nichole Hacha-Thomas said. It doesn't appear that the lane is slated for physical removal, but there may be changes to how the area is marked.

"Traffic engineers will consider making pavement changes at this location as part of an upcoming resurface project that will take place in late 2019 or early 2020," Hacha-Thomas said. "A proposed white dotted line would be added to supplement the existing signage that indicates the lane is ending. This additional visual cue may help (with your concerns)."

**Q. I really think there needs to be a light at the end of St. Joe Center Road at its intersection with Indiana 37. It is terrible to try and turn left from St. Joe Center onto 37 (heading toward Harlan/Ohio state line). If you're bored, just try it a few times one day, not even during rush hour – though that is the worst time. – Josh C.**

**A.** Good news: According to INDOT spokeswoman Nichole Hacha-Thomas, there is a funded project that will be awarded late this year or in early 2019 for a new signal at St. Joe Center Road and Indiana 37. Construction on that project is expected to begin next spring.

*Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area and answers selected questions from readers. Submit a question by emailing [roadsage@jg.net](mailto:roadsage@jg.net) or tweeting @JGRoadSage.*

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# The Journal Gazette

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## JGSEARCH RESULTS

### (/SEARCH/RESULTS)

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Tuesday, July 31, 2018 10:32 am

## Verbatim: Ivy Tech Fort Wayne, CTN announce campus-to-campus shuttle agreement

*The following was released on Tuesday, July 31, 2018.*

Ivy Tech Fort Wayne announces CTN as new partner in campus-to-campus shuttle service.

For nine years, Ivy Tech Community College's Fort Wayne Campus has offered a free campus-to-campus shuttle service available to students, faculty, staff, and the general public during its fall and spring semesters. The College announced today it will continue offering a shuttle service in conjunction with Community Transportation Network that will provide transportation under the same schedule.

"Providing a campus-to-campus shuttle is a valuable service to Ivy Tech, as students continue to rely on it for transportation between classes on our Coliseum and North campuses," says Chancellor Jerrilee K. Mosier, Ed.D. "To have community partners like Community Transportation Network and Citilink, who are willing to work with us respond to this need, is indeed invaluable in our work to best serve our students."

Service will be during Ivy Tech's fall and spring semesters, Monday through Friday from 7:30 a.m. to 6 p.m. There is no shuttle service on Saturdays, Sundays, Martin Luther King Day, Thanksgiving Break, Winter Break, or Summer Break. During finals week, service operates Monday through Wednesday only. The route includes two scheduled stops with service at each location approximately every 20 minutes, although it's important for students to allow time to get between campuses:

- In the roundabout on Ivy Tech's Coliseum Campus, in front of door 3.
- At the south entrance of Harshman Hall on Ivy Tech Fort Wayne's North Campus.

"CTN is pleased to join this partnership in servicing the needs of the students to connect with resources on both campuses," says Becky Weimerskirch, executive director of Community Transportation Network. "We have an 18-year history in the community working with partner agencies to remove barriers to success by providing friendly, dependable transportation service."

Service begins on Monday, Aug. 20, which is the start of fall semester for Ivy Tech. Funding for the campus-to-campus shuttle service is made possible through the joint agreement between CTN and Ivy Tech. For more detail on Ivy Tech's campus-to-campus shuttle service, visit Ivy Tech Fort Wayne's web site (<https://www.ivytech.edu/fortwayne/27936.html>).

The first nine years of the service, known as campusLink, was provided through a partnership with Citilink, Fort Wayne's Public Transportation Corporation. Over time, the service provided nearly 350,000 trips.

#### Other transportation connections

Since Citilink's fixed service (Routes 3 and 4) serves the Ivy Tech campus areas, it has agreed to continue providing 31-day passes to Fort Wayne colleges and universities at a 10 percent discount. These are available to faculty, staff, and students at Ivy Tech and other local institutions from pass outlets on campus. For 2018-19, a 31-day unlimited trip pass is \$40.50 with the discount (regular price \$45). A valid student/employee College ID is required for the pass discount. A maximum of four (4) passes per person per semester can be purchased, and each pass will be active 31 days after its first day of use. Individuals should visit the Ivy Tech Bursar's Office in the Express Enrollment Center at the Student Life Center on the North Campus (3701 Dean Drive, Fort Wayne).

Ivy Tech healthcare specialist students traveling from Coliseum or North campuses to the Parkview Education Center can connect from the shuttle to Citilink's Route 4 at Ivy Tech's North Campus stop at Harshman Hall. Riders will take Route 4 north and disembark at the Ludwig and Lima roads area, which is nearby by the Parkview Education Center (1919 W. Cook Road, Fort Wayne). A Citilink bus pass would be required.

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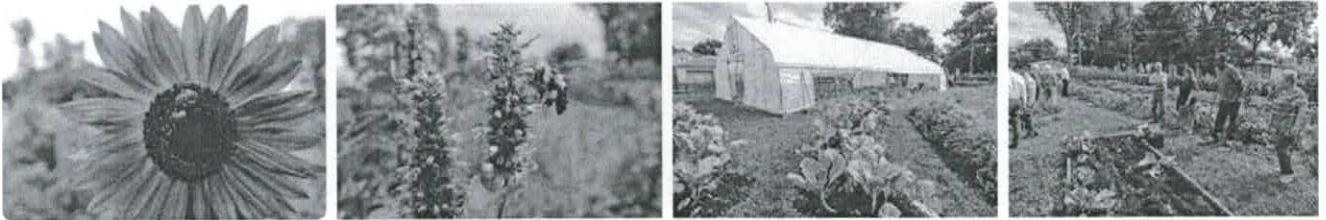
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# The Journal Gazette

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## JGLOCAL (/NEWS/LOCAL)



Wednesday, August 08, 2018 1:00 am

## City touts, tours development projects

ROSA SALTER RODRIGUEZ | The Journal Gazette

White and yellow butterflies flitted about and tomato vines bent heavily with about-to-ripen fruit Tuesday as a group of city officials, residents and members of the media toured the Johnnie Mae urban farm in southeast Fort Wayne.

The now bountiful produce plot on what had once been vacant lots behind the former Fire Station No. 9 at 2518 Winter St. was just one of the residential redevelopment projects being shown off by officials during a tour organized by the city's Housing and Neighborhood Development Services, or HANDS.

The goal of the tour was to focus on the tangible results that federal and other government funding has had on city residents – money that rebuilds lives while rebuilding neighborhoods, said Mary Tyndall, spokeswoman for the city's Department of Community Development and a tour leader.

All the projects were designed to assist at least some residents with lower incomes find housing and stable neighborhoods, she said.

"So many things are going on right now in Fort Wayne. We thought it's a good time to show off some of

our progress in affordable housing," Tyndall said.

The housing projects tend to be on a smaller scale and aren't as visible as those sending giant construction cranes into the sky over downtown, she said.

"But they're good because there's a shortage now of affordable, safe units throughout our city right now," Tyndall said.

On the tour:

- Vincent Village's program rehabbing single-family homes on Holton Avenue across from the former St. Hyacinth Catholic Church and School.

The rent-subsidized homes are used to transition families from shelter living while also providing them services to deal with root causes of homelessness and support steps toward independence.

- Bottle Works, a \$14.5 million affordable-housing development, which includes 31 one-, two- and three-bedroom rental units in the former Coca-Cola bottling plant at 1631 E. Pontiac St. and 19 newly built lease-to-purchase single family homes. Vincent Village is one partner.

- Tourgoers saw a nearly move-in-ready four-bedroom home next to the plant, which is being rehabbed by Miller-Valentine, the company also building new homes. The company received extra points toward tax credits for building on lots vacant because the city had removed blighted houses.

"People are really excited about these houses," said Kelly Lundberg, new HANDS director, adding city officials have taken many calls from people interested in renting.

- The Landing, where the former site of the Rosemarie Hotel on the south side of Columbia Street is already down to bare ground. A new multifloor building, combined with seven rehabbed buildings on the south side, will yield 70 new apartments.

- Superior Lofts, where RealAmerica's site superintendent, James Hinds, showed off fourth-floor apartments that are nearing completion.

The rehabbed box factory boasts 72 one- and two-bedroom open-concept units with one or two baths and in-unit laundries.

The apartments all have different layouts, he said, showing off one with an arched bedroom window and a corner unit offering wrap-around windows in the main living area and a kitchen with a island. The project already has a waiting list, he said. The first tenants are expected to move in in September or October.

- Then there was the urban farm, named for a community activist and gardener Johnnie Mae White, who in years past canned and distributed garden-grown vegetables from the site.

HANDS has been developing the site for several years.

The renovation of the firehouse building, including a commercial kitchen and community room, was completed in 2015.

The garden is now being tended by longtime master gardener Ephraim Smiley of Fort Wayne, some of his family members and volunteers.

He said Tuesday it has produced a bumper crop because of good weather this year. More than 70 ears of sweet corn and a 24-ounce tomato already have been harvested, he said.

Among the other crops are green beans, collard greens, cucumbers, zucchini, okra, watermelons, broccoli rabe, kale, cabbage, peppers, tomatillo and herbs, including mint, oregano and lavender. Sunflowers, zinnias and other flowers grow along one fence.

Smiley said he plans to plant a fall rotation of crops with some already started in an on-site greenhouse.

Vegetables are harvested by volunteers on Fridays. They're sold at low prices from 4 to 7 p.m. Fridays at a market stand in the firehouse. The market will be open until October.

"This is a vegetable desert in this part of town. We're trying to cure that by continually harvesting," Smiley said.

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## Related

► [Tuesday Gallery Johnnie Mae Farm \(/news/local/20180807/tuesday-gallery-johnnie-mae-farm/\)](/news/local/20180807/tuesday-gallery-johnnie-mae-farm/)

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# Bike-rental venture Zagster departing city

## Other companies being eyed

**DAVE GONG**  
*The Journal Gazette*

Fort Wayne officials are exploring new bike share vendors to replace Zagster, which is removing its bicycles and bike stations from the city.

In an interview Thursday, Mary Tyndall, the city's Community Development spokeswoman, said Cambridge, Massachusetts-based Zagster is transitioning to a semi-dockless system called Pace. City officials had been working to bring Pace to Fort

Wayne, Tyndall said. However, the company does not have the staff or resources necessary to include the Fort Wayne market with the other cities it serves. Zagster will stop supporting the system currently in place.

"Over the past several months, Zagster has not demonstrated the capacity to be able to serve the Fort Wayne market with a high-quality bike share service, so Community Development is looking forward to researching other bike

share options that will work best for Fort Wayne and our residents," Tyndall said in a statement. "Additionally, the two-year pilot program with Zagster has proven that Fort Wayne has an excellent biking community and a solid market for a larger fleet of shared bicycles."

On Thursday, Tyndall said there definitely is demand for bike share in Fort Wayne. The two-year pilot brought in about 1,000 members, she said, and that number was expected to grow as the fleet of bicycles expanded.

City officials announced the program in April 2016

with stations at the Arts Center, 300 E. Main St., at the intersection of Wayne and Calhoun streets, outside Grand Wayne Center on Jefferson Boulevard and at the Citilink Bus station on Baker Street. At the time the service was launched, annual memberships cost \$60 and a monthly membership was \$15.

However, lack of memberships prompted officials to lower the annual membership to \$30. The monthly subscription was lowered to \$10. Officials at the time said the price drop attracted some new members.

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Michelle Davies | The Journal Gazette

**Rental bikes like these at Ewing and Berry streets are being pulled from the city.**

## Bluffton Mayor Ted Ellis will leave office in 2020 after six terms

Ted Ellis, first elected mayor of Bluffton in 1995, has announced he will not seek re-election when his sixth term ends Jan. 1, 2020. Ellis, diagnosed with Parkinson's Disease six years ago, said in a statement he is generally healthy now but wants to make the most of his retirement years as the disease progresses.

A Bluffton native, the Democrat served on the Wells County Council before being elected mayor and is a graduate of Indiana University with a degree in economics. Ellis has also been active outside of Bluffton, serving as President of the National League of Cities and treasurer of United Cities and Local Governments, (the international association representing local and regional governments and their national associations). He was the recipient of a John J. McCloy fellowship in Urban Affairs to study city issues in Germany and is also past president of Indiana Association of Cities and Towns. Ellis was named a "Sagamore of the Wabash" and the Indiana Association of Cities and Towns awarded him the Russell Lloyd Award for "outstanding contributions to local government." Other recent awards include the Indiana Parks and Recreation Association's Outstanding Service Award, the Hoosier State Press Association's Sunshine Award for transparency in government and Wells County's "Citizen of the Year" by the Wells County Chamber of Commerce.

Ellis is also moderator of the First Baptist Church in Bluffton and is a director of the Ossian State Bank. His past service includes membership on boards of the American Baptist Churches of Indiana, Bluffton Regional Medical Center and the Wells County Foundation. He is a life member of the American Mensa Society. His wife, Marge, is a native of Holland, Mich. They have four children and nine grandchildren.

In a statement, U.S. Rep Jim Banks, R-3rd, praised Ellis as "one of Indiana's longest-serving mayors. I thank him for his many years of dedicated service. I congratulate Mayor Ellis on more than two decades of serving the Bluffton community, and I wish him a restful retirement."

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# A trail blazing

## Four-county corridor offers health, economic benefits

The signs of a thriving community may be bright and bold, like a new office building or a refurbished shopping area. Or they may be slender and quiet, like the key section of Fort Wayne's Pufferbelly Trail that opened last week.

The 2.2-mile stretches of trail run from the north end of the Dr. Martin Luther King Jr. Bridge to just south of State Boulevard and from north of State to Franke Park and the Fort Wayne Children's Zoo and Fernhill Avenue near the Glenbrook area. Trail users will have to cross State at Westbrook Drive until a trailbridge is constructed.

"Our trail network is bringing people together," Dawn Ritchie, the city's greenways and trails manager, told The Journal Gazette's Matthew LeBlanc. She said there are now about 100 miles of trails in the city.

Pufferbelly runs along what was once the New York Railroad line and is named in honor of the steam-engine locomotives of the past. It is part of a much larger project called the Poka-Bache Connector that is partly underwritten by a Regional Cities Grant.

The connector is an 81-mile, four-county string of north-south trails that will eventually run from Oubache State Park in Bluffton to Pokagon State Park in Angola.

The new sections will eventually link with an existing portion of the trail stretching from north of Ludwig Road to a trailhead near Life Bridge Church at Corbin and Union Chapel roads, with a trail underpass now under construction at Dupont Road. The Salomon Farm Trail loops off the Pufferbelly near the Parkview YMCA.

### Pufferbelly Trail

A new section of Pufferbelly Trail extends from Fourth Street to just south of State Street and just north of State to Fernhill Avenue near Lima Road. A branch of the trail extends west to the Franke Park/Children's Zoo area. Construction begins next year on a trailbridge across State; northbound trail users now must cross State at Westbrook Drive and reconnect with the trail at Northway Avenue.



The Journal Gazette

### TO LEARN MORE

For a smorgasbord of bicycle-pedestrian trail planning maps, go to [nircc.com/bicycle-pedestrian-planning.htm](http://nircc.com/bicycle-pedestrian-planning.htm)

This could mean a lot of healthy fun for a lot of hikers, joggers and cyclists on a crisp autumn afternoon. But

by improving the quality of life in Steuben, DeKalb, Allen and Wells counties, the trail system also could mean economic development — attracting new businesses and workers and persuading more of our young people to stay in northeast Indiana.

The Pufferbelly extension that opened last week offers a few more steps along the way

Appendix G

# Officials laud alley reconstruction

## \$30 million project for roads, trails, sidewalks

**DAVE GONG**  
*The Journal Gazette*

Fort Wayne Mayor Tom Henry and other city officials stood in the alley between Third and Fourth streets and Franklin and Schilling avenues Monday to celebrate

completion of 1 mile of alley reconstruction.

Funding for alley repair was made possible through a local income tax increase adopted by the Fort Wayne City Council last year. Under that plan, a portion of the additional funds go toward

alley repair. The remainder is put toward future downtown riverfront development efforts.

"I'm encouraged by the progress we're making to address neighborhood infrastructure needs," Henry said in a statement. "Having a

dedicated funding source to make improvements to alleys throughout Fort Wayne sends a clear message that we care about and are committed to ensuring we have strong and thriving neighborhoods. We know that neighborhoods are the backbone of our community and we must make investments that will have a lasting impact."

City crews have completed 1.2 miles of alley reconstruction this year and another 2 miles are planned for later this year, city officials said. A total of \$30 million was invested this year for roads, sidewalks and trail work.

"Alleys offer important access for residents to the rear of their property and

parking of their vehicle. During portions of the reconstruction, the alley closed to residents and I know that presented some challenges for the neighborhood," Director of Public Works Shan Gunawardena said. "We appreciate residents being patient as the project was underway."

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# University crossing delayed again

## PFW-Ivy Tech bridge to get further testing

**RON SHAWGO**  
*The Journal Gazette*

With construction of a new pedestrian bridge across Coliseum Boulevard nearly finished, additional time has been added for testing the structure, officials said Wednesday.

The Parker Cole Crossing, spanning Coliseum Boule-

vard East just west of Crescent Avenue, connects Purdue University Fort Wayne and Ivy Tech Community College. It was initially set to open in June, but the completion date is still undetermined, according to a Purdue Fort Wayne news release.

The Indiana Department of Transportation, which is overseeing the project, added

the additional testing to ensure the bridge fulfills design and construction standards, the school announced.

"The amount of testing is common for this type of structure," Greg Justice, executive director of facilities management for Purdue Fort Wayne, said in the release. "The absolute top priority of everyone involved in this project is to

have a bridge that meets the highest of standards."

In a phone interview Wednesday, Justice said a series of standard tests resulted in some modifications, which is common. The testing is primarily responsible for pushing back the opening.

The Indiana Department of Transportation is paying 80 percent of the \$4.5 million cost. Donations from the Olive B. Cole Foundation and Mac and Pat Parker are cov-

ering the rest.

"INDOT's goal on every project is to improve the safety and mobility of the traveling public," Jason Spreen, INDOT Fort Wayne district construction director, said in the release. "We take our commitment to those goals seriously and will continue to work diligently on this project."

During ground breaking in April 2017, officials said about 1,000 students trav-

el between the two schools daily. When finished, the bridge will light up and be able to change color at night with more than 200,000 LED lights.

Justice said the bridge is about 95 percent finished. There was a slight delay with lighting. In the coming weeks, decorative panels will be added and other small details will be completed, he said.

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# Skyline Tower officially open

## Houses 123 apartments, several businesses

**DAVE GONG**

*The Journal Gazette*

Skyline Tower, a \$42 million mixed-use development in downtown Fort Wayne, officially opened Thursday.

Mayor Tom Henry and officials with Great Lakes Capital and Bradley Co. were on hand to cut the ribbon on the 12-floor tower, which features 123 apartments and 30,000 square feet of commercial space anchored by Ruth's Chris Steakhouse on the first floor and the regional headquarters of First Merchants Bank on the second.

"The Skyline Tower mixed-use development is a tremendous addition to our growing and thriving downtown," Henry said in a statement. "Public-private



**Greater Fort Wayne CEO Eric Doden makes comments Thursday during the dedication.**

partnerships at the state and local levels have resulted in a project that will have a lasting and meaningful impact on our community and region. Skyline Tower is another example of how we've

positioned Fort Wayne as a leader in providing live, work, and play opportunities for individuals, families, and businesses."

The development received \$2.8 million from

the Regional Cities Initiative funds, as well as support from the Indiana Economic Development Corp.'s Community Revitalization Enhancement District tax credit, federal New Markets Tax Credits and the city's community and economic development divisions, as well as private investors.

Rent for the apartment units reportedly ranges from \$1,000 for one-bedroom units and \$1,200 to \$1,800 for two bedrooms.

"The Skyline Tower is a perfect example of what's possible when you bring together state, regional and community leaders," Gov. Eric Holcomb said in a statement. "Because of this collaboration, we can better support economic opportunities that will allow us to take Fort Wayne and the surrounding areas to the next level."

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## **Citilink's free 'Cougar Express' shuttle resumes Monday**

The University of Saint Francis and Citilink have joined forces to offer an express route from the USF main campus on Spring Street into downtown. The free "Cougar Express" resumes Monday, Aug., and is available to everyone.

The route runs every 30 minutes during the school year between USF campus locations, with seven express stops and will pick up/drop off at any safe intersection along the route. The service operates Monday-Friday from 7 a.m. to 5 p.m. Students, faculty and staff of USF, Ivy Tech, PFW and Indiana Tech can purchase a Citilink 31-day pass from the school business office at a 10 percent. Route 9 connects with multiple USF campus locations, most Citilink routes and Greyhound bus service at the Citilink Central Station.

See the Citilink website <http://www.fwcitilink.com/cougarexpress/index.php> or call Customer Service at 432-4546 for route and schedule information.

Local News

## **New entrance road at FWA latest update in 6-phase project**

FORT WAYNE, Ind. (WANE) - Many noticeable changes are coming to Fort Wayne International Airport as part of the Terminal Road Construction Project.

The six-phase project enters phase three Monday as crews transition all airport traffic onto a new entrance road. The current entrance will then be blocked off to traffic.

Officials said the main goal of the project is to improve traffic flow in and out of the airport, and so far everything has gone smoothly.

"The construction has gone very well, in spite of all the rain that we've had this year," Scott Hinderman, Executive Director of Airports, said. "We've been able to move the project along, and we are about ready to make a big step here this week."

The Cell Phone Lot on the right-hand side of the new terminal drive will also reopen Monday. Additionally, a portion of Ross Drive will be restricted to one lane during phase three because of construction.

Other changes include the construction of a new Economy parking lot exit through the Long Term lot, the construction of a temporary access point from the new terminal drive to Long Term parking, a new sidewalk connecting the Economy and Long Term lots, and the removal of both the old 2nd Street and old Ross Drive.

It's also important to note that handicapped parking will not be available in the economy lot during phases three and four because of construction. People with needing handicapped parking will instead have to find handicapped spots in the short term and long term lots.

Airport officials said they know all of the construction can cause some headaches, but it'll all be worth it in the end.

"Everybody use a little common sense, a little patience as you come into the airport," Hinderman said. "We're doing this to improve our facility for northeast Indiana, and we're looking forward to having it done as well."

Phase three of the project is expected to last about 15 days.

Phase four will last 20 contract days and will bring a new entrance for Short Term parking. Crews will also finish the remaining lanes of the new Ross Drive.

The fifth phase will follow for 10 contract days, with the curb and gutter placement for Long and Short Term parking entrances.

During the final phase, crews will surface and the place markings and finish the complete restoration of the construction site.

If everything goes as planned, officials expect the total project to be finished by the end of September, or the beginning of October.

# The Journal Gazette

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## JGLOCAL (/NEWS/LOCAL)

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Sunday, September 02, 2018 1:00 am

### Work on State ready for Phase 2

#### Road Sage

Phase 2 of Fort Wayne's State Boulevard reconstruction project is moving forward with approval of a \$989,955 professional services agreement with American Structurepoint for construction inspection.

"This project has been on the books for a long time and we are going to be bidding this project here in February of 2019, but in preparation we have to get on-board construction inspection to meet INDOT requirements," City Engineer Patrick Zaharako said.

Work started on the realignment in April. Phase 1 required lane restrictions between Clinton Street and Spy Run Avenue. The realignment will straighten curves along State Boulevard between Cass Street and Spy Run Avenue.

Phase 2, which will begin next year, will focus on the area between Clinton and Cass streets. Specifically, crews will replace a 90-year-old bridge over Spy Run Creek, as well as realign and widen the roadway. There are also plans for new turn lanes and protected sidewalks on both sides of State.

The project is expected to be finished in 2020.

#### Reader questions

**Q:** My question concerns the lack of any sound barriers on Interstate 469 along the east side of Fort Wayne around residential areas, i.e. Wheelock Road. It seems like every time we drive on the west side of the city, they have added even more barriers along I-469 and I-69. – Melodye P.

**A:** There probably won't be any new sound barriers placed on I-469 on the east side of the city. According to INDOT spokeswoman Nichole Hacha-Thomas, sound barriers are added when the road is built.

"Noise barriers require long, uninterrupted segments to be effective," an INDOT pamphlet about noise barriers states. "As such, if there are existing roadway access points and/or driveways, it is not feasible to construct effective noise barriers."

Since there probably aren't any driveways connecting directly to I-469, the brochure notes that INDOT takes into account topography, drainage, safety, barrier height, utilities and access and maintenance needs when considering whether to install noise barriers.

You can find the brochure at <https://bit.ly/2PkeSrd> (<https://bit.ly/2PkeSrd>).

**Q: What is the proper etiquette for funeral processions on busy roads? I saw several cars going west on West Jefferson/U.S. 24 pull over at Covington Road for a large funeral procession going east. Most of the vehicles pulled over to the side, but one was stopped in the middle of the right lane causing traffic to back up into the intersection. – Anonymous**

**A:** In Indiana, it's illegal to break up a funeral procession. That is, drivers can't cut into or through one, Fort Wayne Police Sgt. Jim Seay said.

However, there are no laws that require drivers to pull over to allow a procession to pass. Seay said that's just a sign of respect some drivers show when they see a funeral procession.

*Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area and answers selected questions from readers. Submit a question by emailing [roadsage@jg.net](mailto:roadsage@jg.net) (<mailto:roadsage@jg.net>) or tweeting @JGRoadSage (<https://twitter.com/JGRoadSage>).*

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**FURTHERMORE ...**

## Water's flowing, but traffic's not

**Water is splashing again** in the fountains in front of the Edwin J. Rousseau Centre in downtown Fort Wayne.

It was water leaking into the building's basement that caused the fountains to be turned off, Mike Green, public information officer for Allen County, told The Journal Gazette's Rosa Salter-Rodriguez earlier this week.

After a \$2-million, year-long construction project that repaired and upgraded most of the plaza surrounding the former city-county office building, the fountains were tested several times last week and are now back to stay, Green said.

Unfortunately, the fountains are best viewed from Main Street and motorists haven't been able to drive past the Rousseau Centre for a month.

An Indiana Department of Transportation project to resurface parts of Clinton, Lafayette and Spy Run created disruptions at several intersections – including Main Street – for 100 feet in both directions, according to Frank Suarez, spokesman for City Utilities. Giant orange and white barricades have closed Main from Lafayette to Calhoun since August 1.

The work was to have been completed by August 30, but it's not. And that means limited access and restricted views of the



Michelle Davies | The Journal Gazette

**Road construction at Main Street and Clinton in front of the Rousseau Centre**

giant fountains at Freimann Square as well.

You can blame heavy August rains for most of the delays, said Nichole Thomas, media relations director for the Fort Wayne District of INDOT. "Sidewalks and curb ramps go down first because you lay the asphalt over it," she said. And because concrete has to cure for up to 72 hours, you need several days without threat of rain to pour it, Thomas added.

That means it will be at least the end of next week before the current work is finished and then, she said, crews will begin working on the other side of the street. Main Street downtown will remain closed to through traffic until middle or late September, she estimated.

And if you were thinking of spending Labor Day with the little ones at the splash pad in Headwaters Park, well, it is dry.

Geoff Paddock, executive director of the Head-

waters Park Alliance, said the splash pad was damaged by a truck removing midway rides from the Three Rivers Festival. A sensor in a water refill valve also had to be replaced, and that had to be ordered.

Finding parts for the Headwaters fountains – now 22 years old – is getting harder, Paddock said, but they are hopeful repairs can be made before the Middle Waves Music Festival in mid-September.

Reminded of the approaching two-day music and arts fest, which draws thousands to three stages on both sides of Headwaters, Thomas said she would be contacting organizers to discuss the best ways to navigate the construction projects.

Middle Waves is the last big event planned for Headwaters before the fountains will need to be winterized. And nobody wants to think about that yet.

# West Central installs bike corral

**DAVE GONG**

*The Journal Gazette*

Fort Wayne's Historic West Central Neighborhood cut the ribbon Monday on a new bicycle corral at the intersection of Berry and Union streets downtown.

The bike corral cost \$2,300 and can hold up to 18 bicycles, said Tyler Bowers, marketing chair for the Historic West Central Neighborhood.

"The bike corral was kind of a creation from a couple of our board members who

in personal travel have gone to bigger East and West Coast cities, particularly Portland (Oregon), where you'll see these bike corrals," Bowers said, adding that the neighborhood hopes the corral will encourage more people to ride their bicycles

around downtown.

"As one of Fort Wayne's downtown, urban neighborhoods, there are people who bike to work or go to TinCaps games or festivals downtown."

**Bike, Page 4A**



Rachel Von | The Journal Gazette

**From left, Mike Anderson, PJ Thuringer and Ben Wahli cut the ribbon for the bike corral. The West Central Neighborhood hopes the corral encourages more bike use downtown.**

## BIKE

Continued from Page 1A

The funds for the corral came from a combination of neighborhood association dues and money raised through the annual Home and Garden Tour, Bowers said.

A news release from Historic West Central said the bike corral is the first public one to be installed in Fort Wayne.

"(We hope) this would create an impetus for other neighborhoods to put in their own bike corral, Bowers said. "We're hoping to do more in the future. There are no specific sites yet, but we'll take input we get from this and learn from it."

The bike corral is free for public use, Bowers said, describing the installation as a public amenity for neighborhood residents and visitors alike.

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# State funds sought for passenger rail

**DAVE GONG**

*The Journal Gazette*

A Fort Wayne city councilman is requesting \$20 million of Gov. Eric Holcomb's Next Level Connections Program be earmarked for passenger rail in northeast Indiana.

Holcomb announced Tuesday \$1 billion in funding for infrastructure projects over three years, funded through a one-time Toll Road increase on heavy vehicles.

About \$600 million of that money will go to finish the Interstate 69 extension project three years earlier than expected and will put \$200 million toward improvements on U.S. 20, U.S. 30 and U.S. 31. The plan also involves the

Northern Indiana Commuter Transportation District, the Northwest Indiana Regional Development Authority and the Indiana Finance Authority for West Lake rail service and a South Shore double-tracking project.

But Councilman Geoff Paddock, D-5th, said Wednesday he thinks some of that money should go to bringing commuter rail service back to Fort Wayne. The line would run from Fort Wayne to Chicago and east to Columbus, Ohio.

"We want to push a little as quickly as we can. This is the perfect opportunity to ask the state to look into the

**Rail, Page 2C**

## RAIL

Continued from Page 1C

possibility of this funding because we've worked so hard over so many years to come forward," said Paddock, who has been a proponent of a passenger rail for many years.

Paddock helped secure

\$200,000 from City Council in 2014 for an environmental impact study for the route. Allen County, cities and towns that lie in the path of the proposed line and private organizations also contributed funds to the study.

Building a new commuter rail line to Fort Wayne would be a valuable economic development asset, adding jobs

and bringing visitors to the area, Paddock added.

"There is strong potential, a strong market for train travel and the seats can be filled on trains to Chicago and Columbus," he said. "There is an untapped market and with stops along the way in Warsaw, Plymouth and Gary, you can justify the number of passengers that would accu-

mulate along those stops to fill those trains up."

Paddock said he and the Northern Indiana Passenger Rail Association are exploring how to formally request the funds. That could happen several different ways, Paddock said, but will likely at least involve a formal request letter sent to the governor.

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## **BREAKING NEWS: New Road access proposed at Jefferson Pointe; new industrial space planned near Fort Wayne International Airport**

It didn't take long for the new owners of Jefferson Pointe to pursue a dramatic change to the nature of the "lifestyle" mall at West Jefferson Boulevard and Illinois Road.

Kansas-based RED Development, which bought the 66 acre property from Institutional Mall Investors in March after building the center about 20 years ago, has asked the Fort Wayne Plan Commission for permission to construct a street through the center of the facility — an area now reserved for pedestrians.

Jeff McMahon of RED explained in the application that "Tenants and visitors now prefer lifestyle centers with vehicular access through the project. This creates a more vibrant 'downtown' feel and will help with the enhancement of the property. The project will enhance the accessibility of the existing shopping center while maintaining a safe and enjoyable environment for pedestrians."

Jefferson Pointe currently features streets on its perimeter, with stores on the central courtyard accessible on foot. The proposed drive would include a roundabout and storefront parking.

Minnesota-based Continental Property Group, meanwhile, is seeking permission to erect six buildings totaling about 500,000 square feet near Fort Wayne International Airport. The 66-acre site is among the 223 airport-owned acres being designated as an "economic development area" by the Allen County Redevelopment Commission. As The News-Sentinel reported in July, the designation would allow for creation of a tax increment financing (TIF) district that would allow taxes generated by improvements to pay for roads, utilities and other improvements.

The application did not list possible tenants, and officials with Continental, which is building the \$60 million "Riverview" project in downtown Fort Wayne and was the sole firm to submit a development proposal for the "North River" property, were unavailable for comment. County Director of Redevelopment Elissa McGauley said the proposed buildings could be "speculative" in nature, meaning they could be erected with unfinished interiors to be completed by tenants needing to relocate or expand quickly.



Michelle Davies | The Journal Gazette

**Through traffic moves along Dupont Road on Monday. The busy north-side road has reopened after being closed for more than four months.**

## Dupont Road reopens; State project advances

**DAVE GONG**  
*The Journal Gazette*

One lane of traffic in each direction is now open on Dupont Road, city of Fort Wayne officials announced Monday.

Dupont Road has been under construction for several months as crews undertake a road expansion, add sidewalks and a trail, and build a pedestrian and bicycle crossing under the road that will link the Pufferbelly Trail from Salomon Farm Park to the existing

trail on the north side.

Officials are reminding residents that the area is still a construction zone and drivers will experience occasional stopped traffic and lane shifts. The posted speed limit through the work zone is 35 mph.

The Dupont Road project is expected to be complete next year.

Phase II of the ongoing State Boulevard realignment will move forward today as the Fort Wayne City Council prepares to consider two contracts for

that portion of the project.

The first contract, a \$7.542 million construction coordination contract between INDOT and the city, is a requirement for the project, which is 80 percent federally funded. The second is a \$989,955 construction inspection services contract with American Structurepoint. INDOT requires a prequalified firm to provide inspection services.

Phase II will be put out for bids in February.

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# City OKs State Boulevard phase

## 3 votes by council advance realignment plans

**DAVE GONG**  
*The Journal Gazette*

In three separate 8-1 votes, the Fort Wayne City Council approved necessary contracts and agreements Tuesday for the second phase of the city's State Boulevard realignment.

The first contract, totaling

\$7.54 million, coordinates construction with INDOT for the project, which is 80 percent federally funded. The contract is a requirement to receive the necessary federal funds to support the project, City Engineer Patrick Zaharako told the council.

The second contract, for

\$989,955, is with American Structure Point for inspection services.

A third agreement, for \$808,944, with Indiana Michigan Power reimburses the utility for poles that have to be moved to accommodate the project, according to Zaharako.

"We have to pay Indiana Michigan Power to relocate the lines they had in their own purchased easements prior to our project," Zaharako said, noting that there are three high-voltage lines that need to be relocated. "This is the agreement with them and it is 80 percent federally funded, so our portion of this actual cost should be about \$161,000."

The second phase of the realignment, which will span State Boulevard from Clinton Street to just past Cass Street and will replace a century-old bridge over Spy Run Creek, will be sent out for bids in February.

Councilman Russ Jehl, R-2nd, was the sole vote against each.

"The 2nd District begins on the east side of the river

and the neighborhoods there have asked me to oppose the project because they're concerned about traffic primarily and other related things," Jehl said by way of explanation.

The first phase, which includes State Boulevard between Clinton Street and Spy Run Avenue, is still under construction. Work began in April.

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# I&M installs amenities on Rivergreenway

Trail along Spy Run gets bike repair station, trees

JOURNAL GAZETTE

Indiana Michigan Power said Wednesday it has added amenities to the Rivergreenway along Spy Run Extended, including a bicycle repair station in the area.

The utility company, a subsidiary of American Electric Power, installed the repair station and two benches on the popular trail after completing its \$74 million "Powering Up Central" transmission project.

I&M contractors also planted 10 trees and spread more than 88 pounds of pollinator seed to grow grasses and flowers attractive to insects and animals that help enhance the ecosystem, according to a news release.

The bike repair station, west of Parnell Avenue, includes tools and an air pump secured to a stand. The station includes the tools needed for basic repairs and maintenance, such as changing a flat and adjusting brakes and derailleurs. Cyclists can use the station's hangar arms to allow the pedals and wheels to spin while making repairs.

I&M also planted 10 autumn brilliance trees near the entrance to Johnny Appleseed Park. Autumn brilliance, named for its colorful fall foliage, is sometimes known as a Juneberry tree for the name of the berries

Trail, Page 3C

## TRAIL

Continued from Page 1C

it produces in the summer. In spring, the tree bursts with white flowers.

Farther south of Spy Run Extended, I&M contractors spread seed for grasses, flowers and cover crop.

I&M's additions to the Rivergreenway are in conjunction to the Powering Up Central: City of Fort Wayne project, which enhances the area's transmission system, according to the news release.

The project included rebuilding a transmission line along Spy Run Extended and the St. Joseph River. As part

of the project, I&M replaced older lattice towers with monopoles.

As part of the project to enhance reliability, I&M said it removed several invasive trees that impeded the growth of native species.

"I&M appreciated the patience of Rivergreenway users when a section of the trail was closed last year

during construction of the project," Kim Sabrosky, I&M external affairs manager, said in a statement.

"The company is pleased to be able to support the Rivergreenway and Spy Run Extended area as part of the project that helps ensure the reliable delivery of safe, affordable energy for many years into the future."

### Bridge work to limit I-69 section

Bridge maintenance will result in lane restrictions on Interstate 69 northbound near Exit 309 in Fort Wayne.

The Indiana Department of Transportation said the right lane of I-69 northbound will be restricted between the hours of 9 p.m. today to 5 a.m. Saturday to allow contractors to place the temporary concrete barrier wall. Beginning Saturday, the right shoulder of I-69 northbound will be closed while contractors perform bridge maintenance on the U.S. 30/U.S. 33 bridge over I-69.

The northbound shoulder closure will remain in place

until mid-October, weather permitting, when contractors switch to the southbound side of the interstate.

All shoulder restrictions on I-69 are expected to remain through early November, weather permitting. The contract was awarded to R.L. McCoy for \$1.2 million and includes the repair of various structures and roadways throughout the Fort Wayne District.

### Sand spills after crash on I-69

The southbound lanes of Interstate 69 north of Fort Wayne were closed for over two hours Thursday morning after a crash involving an SUV and a dump truck resulted in 18 tons of sand being spilled.

According to a news release from the DeKalb County Sheriff's Department, Will Gooden, 57, of Fort Wayne was driving a dump truck south on I-69 near mile-marker 323 when he went to merge into the pass-

ing lane, striking an SUV on the passenger side.

The SUV, driven by Melissa Getts, 26, of Auburn, went into the median and struck the cable barriers before stopping.

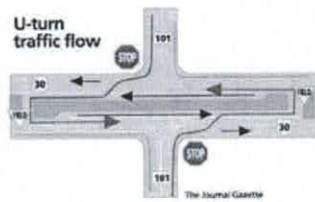
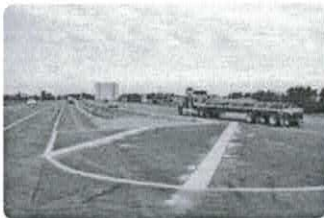
Gooden overcorrected after hitting the SUV and overturned on the highway onto the driver's side, the news release said. He was trapped in the truck until emergency responders got him out through the windshield.

Gooden, Getts and her 1-year-old child, who was in a car seat in the back seat of the SUV, were all taken to Parkview Regional Medical Center with minor injuries, the news release said.

# The Journal Gazette

(/)

## JGLOCAL (/NEWS/LOCAL)



Friday, September 28, 2018 1:00 am

## U-turn lanes open at US 30-Indiana 101

### Goal: Make travel there safer

ROSA SALTER RODRIGUEZ | The Journal Gazette

First, Allen County got roundabouts. Then came the Diverging Diamond.

Now, let's welcome the Median U-Turn.

Indiana highway designers are introducing the concept to prevent crashes at intersections of highly traveled and less-traveled roads. The concept's third incarnation in the state, but the first in northeast Indiana, opened late Thursday afternoon.

The site is the intersection of Indiana 101 and U.S. 30 in Jackson Township on the county's far east side. The rural intersection requires drivers on Indiana 101 to cross lanes of busy traffic on U.S. 30 in both directions and a median strip.

Ideally, drivers would stop in the median before crossing the second set of lanes. But many don't, said

Nichole Hacha-Thomas, spokeswoman for the Indiana Department of Transportation.

That has meant more crashes – many of them right-angle crashes – at the intersection than at others along that stretch of U.S. 30, she said.

Only one fatal crash that she knows of has occurred there, Hacha-Thomas said, adding she did not have statistics on the number of crashes that did not involve a fatality.

“But one of the big things is that right-angle crashes are among the most dangerous. That's basically a T-bone,” she said.

The new design has northbound drivers on Indiana 101 who want to go west on U.S. 30 or continue going straight on 101 toward Woodburn to make a right turn into the eastbound lanes and then move into a turning lane on the left side of the highway.

Drivers then make a left turn into the median and another left onto U.S. 30, where they continue going straight or move into the right lane to turn onto 101.

The same procedure applies to southbound Indiana 101 drivers who want to go east on U.S. 30 or continue going straight toward Decatur.

Drivers on U.S. 30 who want to get to Indiana 101 on the opposite side of the highway move right, then left and then make the U-turn and move right.

“On paper, it does look confusing,” Hacha-Davis acknowledges. But, she predicted, “people get used to it.”

She said there's plenty of room in the U-turn lanes for several tractor-trailers and passenger cars. “We specifically designed for large vehicles,” Hacha-Thomas said.

“We halted construction to bring large vehicles through it of varying widths and lengths and we made some changes based on that,” she said.

The Median U-Turn also allows for legal U-turns on U.S. 30 “for whatever reason,” Hacha-Thomas said.

According to state statistics, 90 percent of vehicles on Indiana 101 are passenger vehicles and 10 percent are commercial vehicles, including semis. On U.S. 30, 55 percent are passenger vehicles and 45 percent commercial.

Truck traffic is prevalent in the area because of industrial parks and plants, including B.F. Goodrich and new and proposed facilities outside Woodburn and New Haven. The intersection is also used by workers who live in Ohio or Fort Wayne.

Indiana highway officials say that although drivers may have to travel slightly farther to use a Median U-Turn, they will likely take the same or less time than waiting for a large enough gap to cross traffic.

Indiana's first Median U-Turn opened at U.S. 41 and Indiana 114/Country Road 400 in Newton County. Since then the intersection, one of the worst in the state for injury crashes, has had only one injury crash despite heavier traffic, according to state highway officials.

Hacha-Thomas said the project cost was bundled into a \$5 million, 9-mile reconstruction of Indiana 101. Some construction workers may be on scene until early October, she said.

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# State Blvd. to close for 2 months

## Stretch between Clinton, Wells to have utilities moved

**JIM CHAPMAN**  
*The Journal Gazette*

Lane restrictions on State Boulevard have bottlenecked traffic all summer, and the frustration for drivers will continue.

City officials announced Friday that State Boulevard will be closed from Wells Street to Clinton Street from Tuesday through Nov. 28 to prepare for the second phase of the State Boulevard realignment project.

A detour to get around the closed portion of State uses Wells Street, Fernhill Avenue, North Clinton Street/Lima Road and Spy Run Avenue. Each day, about 16,500 vehicles travel the State Boulevard segment that will be closed, said Frank Suarez, director of public information for the Fort Wayne Division of Public Works and City Utilities.

Northern Indiana Public Service Co. will relocate a natural gas line in the street beginning Tuesday, and several utilities will relocate transmission lines over the next few months, Suarez said.



*The Journal Gazette*

Relocating underground utilities clears the way for the Indiana Department of Transportation to receive bids in February for construction of phase 2 of the realignment. Construction is expected to begin in March.

The second phase, between Clinton and Cass streets, includes the replacement of a 90-year-old bridge over Spy Run Creek, realignment of the road, additional travel lanes in each direction, a turn lane

**State, Page 3C**

## STATE

Continued from Page 1C

where needed, protected sidewalk on the north side of the road and a trail on the south side. The project also includes landscaping and decorative lighting.

Last week, the City Council approved three contracts for the second phase.

The first contract, totaling \$7.54 million, coordinates construction with INDOT for the project, which is 80 percent federally funded. The contract is a requirement to receive the necessary federal funds to support the project, City Engineer Patrick Zaharko told the council.

The second contract, for \$989,955, is with American Structure Point for inspection services. A third agreement, for \$808,944, with Indiana Michigan Power reimburses the utility for poles that have to be moved to accommodate the project.

The first phase, which began in April and cost \$1.8 million, is almost finished. It added a westbound travel lane to alleviate traffic backing up on the Ian Roland Bridge, a sidewalk buffered by a park strip on the north side of the road, a trail on the south side, decorative lighting and an improved turn lane for eastbound traffic turning north onto Spy Run.

City drivers have also had to adjust to the closure of Main Street on the east side of downtown and North Anthony Boulevard at Cody Avenue, south of Lake Avenue.

Both streets are expected to be open by mid-October, city and state officials said Friday.

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# Senate OKs museum at Smith Field

## No federal money to be used

**BRIAN FRANCISCO**  
*The Journal Gazette*

The U.S. Senate approved a five-year reauthorization of the Federal Aviation Administration on Wednesday, endorsing Fort Wayne's Smith Field as the site of the National Airmail Museum in the process.

The Senate voted 93-6 in favor of reauthorizing the FAA, with Sens. Joe Donnelly, D-Ind., and Todd Young, R-Ind., supporting the measure. The House approved the legislation on Sept. 26; the bill goes next to President Donald Trump for his signature.

"That's a huge step," museum advocate Bob Wearley said about the Senate vote. "After that, let's hope we get the public support that we definitely need."

The FAA reauthorization bill would prohibit the use of federal funds for the proposed museum, which would be financed privately. Advocates have said they hope to raise about \$2.5 million to turn Smith Field's Hangar 2

into the National Airmail Museum.

The FAA legislation also imposes new airline safety regulations, requires the FAA to establish minimum legroom requirements for passengers on commercial airliners, prevents passengers from being removed from overbooked flights, lets pregnant passengers board planes ahead of other people and bans cellphone calls, knives and smoking e-cigarettes on airliners, according to media reports.

The bill includes nearly \$1.7 billion for Hurricane Florence relief.

Stand-alone legislation introduced by Rep. Jim Banks, R-3rd, to designate the National Airmail Museum became an amendment to the original House FAA bill, and the final House-Senate version retained Banks' provision.

"This designation will be a huge asset to Fort Wayne," Banks said Wednesday in a statement after the Senate

**Museum, Page 11A**



Courtesy

**An artist's rendering shows Smith Field's Hangar 2 as the National Airmail Museum. The proposed museum has received congressional approval.**

## MUSEUM

Continued from Page 1A

vote.

"I look forward to seeing this project move forward," Young said in a statement. He and Donnelly had introduced a Senate version of Banks' bill.

The organization Friends of Smith Field wants to fur-

nish Hangar 2 with aircraft displays, interactive exhibits and photographs that trace the history of airmail and Smith Field's role in it.

Commercial airmail service began at the north-side airport in 1930, when it was called Paul Baer Municipal Airport. Baer and Art Smith were celebrated pilots from Fort Wayne who died in plane crashes while delivering mail.

Wearley said Wednesday afternoon that he met earlier in the day with a man who wants to donate to the museum photographs that had belonged to his grandfather, who was an early airmail pilot.

The museum also would house the headquarters of Experimental Aircraft Association Chapter 2, a gift shop and a themed café.

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# Regional Cities wins high praise in analysis

'Enthusiasm it has sparked  
...is real': Ball State report

**DAVE GONG**

*The Journal Gazette*

Indiana's Regional Cities Initiative has been a rousing success, a Ball State University study says.

"In fact, the Regional Cities Initiative has been more successful from its onset than most people had hoped or predicted," according to the study report, authored by Beth Neu, director of public policy and engagement at the Indiana Communities Institute. "The amount of private investment has already exceeded what was projected and – equally important – the enthusiasm it has sparked from residents and visitors about their communities is contagious and real."

Neu's report is based on a study that included more than 30 interviews with local officials and residents, as well as on-site project visits in the three regions funded by the Regional Cities Initiative. Where a study released last year focused on preliminary economic impacts, the 2018 study focuses more on the collaborative nature and diversity of projects selected. The study was commissioned by the Metro Chamber Alliance.

The Regional Cities Initiative is a state-wide program initiated in 2014, during which regions throughout the state competed for funding for quality-of-life projects in their regions. The northeast, north central and southwest regions of Indiana received \$42 million each in state money as part of the program.

In northeast Indiana, the study highlights Angola's Thunder Ice Arena and the Manchester Early Learning Center in North Manchester as examples of diverse projects funded by the state program. The Thunder Ice Arena was an \$18.9 million Trine University project and was awarded \$2.8 million by the Northeast Indiana Regional Development Authority in 2016.

The Manchester Early Learning Center was the first Wabash County project to receive Regional Cities funding with \$520,000 awarded in September 2016. According to its

## CITIES

Continued from Page 1C

website, the Early Learning Center provides "quality care and developmentally appropriate learning experiences for children, infants through 12 years of age."

"While some of these projects may seem disconnected at the surface level, they were strategically chosen to address key challenges or leverage key assets and help support other area projects," the report said.

It's important to note that Neu's report is a quality-of-life assessment based on anecdotal interviews and on-site visits, said Rachel Blakeman, director of the Community Research Institute at Purdue University Fort Wayne. What people value is subjective.

"If I like going to the Baer Field Speedway, that has very different cultural value than going to the Philharmonic," Blakeman said. "It's hard to attach which is the superior

version. I don't think there is one. Quality of life becomes a little ambiguous because it's a very subjective version of what someone enjoys."

There's value in knowing that community leaders feel good about the Regional Cities Initiative, Blakeman said.

"That dynamic continues when you look at Allen County versus other rural counties," Blakeman said. "This allows everybody to perceive there's a common destiny and that one does not have to come at the expense of the other."

"There is a finite pool of money, but there's the thought that we need to be working together to create regional quality of life."

That's especially important, Blakeman said, when legislators consider whether to continue funding this program or support similar ones in the future.

"There are some legislators who are going to say, 'Show me the numbers. Are we getting a measurable return?'" Blakeman said. "Then the other question

is how to measure quality-of-life assets outside of direct economic impact."

The Northeast Indiana Regional Development Authority is tasked with dispersing money awarded to the area as part of the Regional Cities Initiative. The agency — also called the RDA — has funded projects throughout the 11-county region.

John Sampson, president and CEO of the Northeast Indiana Regional Partnership, agrees with Neu's findings.

"My observation going through the process was how it brought the region together," Sampson said. "There was so much excitement by the communities around pitching their projects to the RDA. It wasn't about competing against a neighboring community, it was about selling what was important to them."

Sampson said many of the communities were trying to fund projects they've always wanted to do. The Regional Cities Initiative gave them the boost to make those projects a reality.

"To the extent that (the Regional Cities Initiative) has benefited us, we think that it was very worthwhile and we're hopeful that other communities will share in that benefit," Sampson said.

But at least one of the program's critics has yet to be swayed.

"This is by and for business, that's historically what it's been," Tom Lewandowski, executive director of The Workers' Project, said Thursday.

Lewandowski said he hasn't followed the studies and reports but said programs like the Regional Cities Initiative often leave workers out in the cold. Fixing that would require wholesale changes in how the state approaches economic development, Lewandowski said.

"This is a fundamental change in the way workers and taxpayers are represented," Lewandowski said. "Most workers and taxpayers are estranged from what's called economic development now."

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## After delays, Main Street open

**DAVE GONG**  
*The Journal Gazette*

Commuters driving through downtown Fort Wayne will be happy to know that Main Street is open again after construction delays kept the street closed more than a month past its intended completion date.

Inclement weather caused most of the de-

lays, INDOT spokeswoman Nichole Hacha-Thomas said. Concrete curb ramps must be poured before crews lay asphalt on the street.

"The concrete has to cure for up to 72 hours with no threat of rain," Hacha-Thomas said. "Since we can't schedule the weather, contractors have to do the best they can."

Project schedules are de-

termined by the contractor, Hacha-Thomas added. That means INDOT provides a completion date and allows contractors to schedule work accordingly.

"Typically, as long as the work is done before that contract completion date, we allow them to do what they need to do, when they need to do so," she said.

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# News~Sentinel

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## Improvements in east Allen County in line for a \$2 million boost



Hoagland would get some of the \$2 million Allen County Council is set to pledge to improvements in eastern Allen County. (News-Sentinel.com file photo by Kevin Leininger)

Plans for several improvements in eastern Allen County apparently will get a \$2 million boost from County Council Thursday.

That's when council is scheduled to consider a resolution that would pledge \$400,000 each year from 2019 to 2023 in support of the New Allen Alliance's "East Allen's Rural Revival Regional Development Plan, a proposed \$51 million in seven communities consisting of trails, parks, downtown improvements and other projects.

The County Commissioners approved up to \$4.25 million for the program in August, and the Fort Wayne-Allen County Capital Improvement Board followed with another \$3.3 million in September. The New Allen Alliance's plan in April was selected as one of six finalists in the running to be named one of two "Stellar Communities" statewide. Funding available through the state program would include \$4.5 million in Community Development Block Grants, \$2 million in Rural Transportation funds, \$800,000 in annual Housing Tax Credits and other forms of support.

County Council has designated its funds for four projects: \$1 million for the Cedar Creeks Park Trail, \$500,000 for a county commercial facade grant program similar to one available in Fort Wayne, \$250,000 for projects in Harlan and Hoagland and \$250,000 for "leadership and placemaking training and support."

Local support is crucial in the competition for the state funds, council's resolution states.

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Thursday, October 18, 2018 | The Journal Gazette 5C

# Public meetings set for passenger rail line

## To provide info on northern Indiana corridor

**DAVE GONG**  
*The Journal Gazette*

Anyone interested in passenger rail service for northeast Indiana will have an opportunity to ask questions at any of four public meetings planned for this month by the Northern Indiana Passenger Rail Association.

Information available at the meetings will include proposed locations for train stations, an estimate of the amount of double-tracking that will be needed, possible train schedules, estimated

ridership and revenue and estimated capital costs. The goal is for the Chicago-Fort Wayne-Columbus Passenger Rail Corridor to compete for federal and state funds earmarked for passenger rail. Public meetings are a part of that process.

The Fort Wayne meeting will be from 11:30 a.m. to 1:30 p.m. Wednesday at the downtown Allen County Public Library. There is also a meeting from 5 to 7 p.m. Wednesday at City Hall Council Chambers in Warsaw.

"This work is complementary to and supportive of the work being done by other rail partners to improve passenger rail service throughout Indiana, especially in northwest Indiana where they are actively working to improve regional transportation with commuter and passenger rail," Rich Joram, president of Northern Indiana Passenger Rail Association, said in a statement. "Similar efforts also continue in Ohio to develop this corridor."

The planned public meetings are important, even

### IF YOU GO

#### Passenger rail service meetings:

- **5:30 to 7:30 p.m. Tuesday**, Lima Municipal Center, 50 Town Square, Lima, Ohio
- **11:30 a.m. to 1:30 p.m. Wednesday**, Allen County Public Library, downtown Fort Wayne
- **5 to 7 p.m. Wednesday**, City Hall Council Chambers, 102 S. Buffalo St., Warsaw
- **11:30 a.m. to 1:30 p.m. Oct. 25**, Valparaiso Chamber of Commerce, second floor, 162 W. Lincolnway, Valparaiso

though they don't mean passenger rail service is imminent, City Councilman Geoff Paddock, who has been involved in efforts to bring train service to northeast Indiana, said Tuesday. The meetings

are a requirement by the Federal Railway Administration and a good way to input for the public.

"The Hoosier State Line, which is the line from Indianapolis to Chicago, went

through a similar process a few years ago that did result in some upgrades for their service," Paddock said. "So we're kind of pointing to that as an example and as a positive example, because at the time it was Gov. (Mike) Pence who was our governor and the Department of Transportation supported efforts to upgrade that line."

Paddock said the Northern Indiana Passenger Rail Association hopes Gov. Eric Holcomb will support similar efforts toward the creation of a passenger line from Chicago to Fort Wayne to Columbus, Ohio.

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# 1 dead in crash north of Hoagland

## JOURNAL GAZETTE

A man was killed Thursday morning in a one-vehicle crash near Hoagland.

The Allen County Sheriff's Department was called at 8:45 a.m. to the 14500 block of Bruick Lane, just north of Hoagland in southeast Allen County.

Officers found a sport utility vehicle in an embankment. The man who was driving the vehicle was pronounced dead at the scene by medics, the sheriff's department said.

Officers discovered an area where the SUV appeared to have left the pavement in the 14000 block of Minnich Road.

The vehicle appeared to have traveled east through a field before crashing into the embankment, police said.

The crash remains under investigation by the sheriff's department.

The identity of the deceased will be released by the Allen County coroner's office.

## FORT WAYNE/ ALLEN COUNTY

### Transport agency director to retire

Becky Weimerskirch, executive director of Community Transportation Network, has notified the local organization's board that she plans to retire March 31, officials announced Thursday.

Weimerskirch has been with the organization since 2004. During her tenure, Community Transportation Network's annual passenger trips increased tenfold from about 8,000 to about 80,000, officials said.

The board, which will soon search for a replacement, delivered the news "with a mix of sadness and gratitude" for her service.

Community Transportation Network is a non-profit organization that provides transportation to seniors, people with disabilities, children, youth and the agencies that support them.

## NewAllen Alliance gets county funding

**DAVE GONG**

*The Journal Gazette*

In a 5-1 vote Thursday, the Allen County Council approved \$1.25 million for the NewAllen Alliance's Rural Revival Regional Development Plan.

The NewAllen Alliance represents a collection of municipalities in East Allen County – Leo-Cedarville, Grabill, Harlan, Woodburn, New Haven, Monroeville and Hoagland.

According to documents submitted to the County Council, the money approved Thursday will go toward the Allen County Commercial Facade Program, the Cedar Creek Parks Trail, the operations/maintenance fund for Harlan and Hoagland projects, and leadership and place-making training and support.

Projects supported by the Rural Revival plan in East Allen County are also in contention for funding through the state's Regional Stellar Communities Program.

The project is the culmination of four years of work, said Kent Castleman, president of the NewAllen Alliance.

"We are happy to be one of five finalists now; there were six finalists but one of the finalists backed out last week," Castleman said.

"So it's now down to five finalists at the state level and they will fund two regions."

Castleman said the goal of the program is to provide economic sustainability, regional vitality and livable communities by improving upon existing strengths and building new quality-of-life improvements. The program is focusing on downtowns, parks, trails and sidewalks, senior housing and community health, Castleman said.

"There is no doubt that Fort Wayne is the economic engine of the area, but we also know that our communities have a lot of employers," Castleman said, emphasizing BF Goodrich

**NewAllen, Page 4A**

## NEWALLEN

Continued from Page 1A

in Woodburn as an example.

"Our communities have a lot of great businesses that are suppliers to a lot of the businesses in the area and we want to continue that economic vitality in attracting and retaining talent."

Several proponents of the project spoke during the public comment segment of Thursday's meeting, including New Haven City Councilman Steve McMichael.

McMichael is running to replace outgoing New Haven Mayor Terry McDonald.

"This does a perfect job of building on other investments that have already been made throughout the community," McMichael said. "We're working together on this. This is a great example of collaboration."

The NewAllen Alliance originally asked for \$2 million, but that was reduced before Thursday's meeting to \$1.75 million. However, a motion to fund that amount was defeated in a 3-3 vote.

Councilman Larry Brown, R-4th, was the sole vote against the revised \$1.25 million commitment.

"As I look at the funding matrix, there's a little less than \$10 million of private investment," Brown said. "That leaves \$54 million of tax dollars. That's not much of a match."

Although Brown described the plan as a "very worthy project" with great quality-of-place improvements, he said the County Council has other, more pressing fiscal responsibili-

ties including the court, the sheriff, the jail, prosecutor and public defender.

"I also remind you that we have projects on our radar that are not optional; they're going to have to be done," Brown said, "including community corrections, ACJC (Allen County Juvenile Center), adult probation, work release, jail expansion and more, all

thanks to House Bill 1006."

Brown said that between the \$4.25 million approved by the county commissioners and \$3.3 million from the Allen County-Fort Wayne Capital Improvement Board, the public money already put into the project is adequate and in his opinion does not need to be increased.

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### **Meeting to discuss downtown parking**

Fort Wayne's redevelopment department is inviting residents to a public meeting Monday about the preliminary findings from a recent downtown parking study.

The study includes an inventory of available downtown parking, an analysis of current and future demand for parking and possible strategies to accommodate future growth.

Monday's meeting will be from 5:30 to 7 p.m. in the Omni Room in the lower level of Citizens Square, 200 E. Berry St.

A brief 20-minute presentation will detail the findings from the study conducted by a consultant team including American Structurepoint, Nelson/Nygaard and MKSK.

Residents can then visit several tables that will provide information about strategies for managing short-term parking demand, improving customer experience in public parking facilities, updating technology, improving signs to navigate parking areas and ensuring adequate parking to accommodate development.

Residents will have an opportunity to talk with city staff and consultants and provide input on the suggested recommendations.

# Promenade Park on point for summer opening

**MATTHEW LEBLANC**  
*The Journal Gazette*

Promenade Park construction remains on pace to be complete by next summer, builders and city officials said Wednesday.

Steve McDaniel, director of the Fort Wayne Parks and Recreation Department, said the \$20 million park – the centerpiece of the city's planned riverfront development – was slowed because of rains that caused fluctuations in water levels in the St. Marys River. However, builders planned for delays, he said, and the timeline for completion is on schedule.

The city hired Hagerman Construction for the work, and project engineer Dylan Markley said construction on both sides of the river will be completed in 2019.

McDaniel led reporters Wednesday on a tour of the site north of downtown, between Harrison Street and the Wells Street Bridge. About two dozen workers there used tools and machinery to transform what is now a dusty, four-acre area into a park.

While a lot of work will need to be done before next summer, portions of planned attractions



Mike Moore | The Journal Gazette

**Parks and Recreation Director Steve McDaniel stands in front of the Park Foundation Pavilion during a guided media tour of Promenade Park along the Riverfront development on Wednesday.**

are beginning to take shape.

Features under construction include an amphitheater, a trail, a playground and a pavilion sponsored by the Fort Wayne Park Foundation.

Much of the pavilion – perhaps the most noticeable structure at the site – is complete, but crews were busy inside, where walls and ceilings are unfinished and work on restrooms accessible

from inside and outside the building is underway.

Pilings that eventually will support a “tree canopy trail” 20 feet above the river are standing, and docks on the north and south banks of the river are nearing completion.

An area along the docks to help boaters launch their kayaks also is planned.

“The idea is to see a lot more

## ON THE WEB

**JG** To see a **gallery** about Promenade Park work, go to [www.journalgazette.net/media](http://www.journalgazette.net/media)

people on the river,” McDaniel said.

East of the pavilion, a walkway along Harrison Street is nearly finished and will feature bricks and trees.

Officials broke ground in July 2017 on Promenade Park, the first phase of a three-phase plan to develop the riverfront east and west of the area. Funding for the project came from the city, private donations, the city's Legacy Fund, the Park Foundation and the state's Regional Cities Initiative.

The Fort Wayne City Council on Oct. 10 approved a \$2.4 million contract with Philadelphia-based David Rubin Land Collective for design and planning work for the second and third phases of development.

Parks department spokesman Rob Hines said work to prepare those areas for development is underway.

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## Proponents argue for passenger rail line

**ASSOCIATED PRESS**

VALPARAISO — A proposed passenger rail line that would run from Chicago to Columbus, Ohio, could see between 387,000 and 765,000 passengers annually, according to an engineering firm's analysis.

The Northern Indiana Passenger Rail Association and engineering firm HNTB argued Thursday that the proposed Amtrak line would connect cities that don't have convenient connections, the (Northwest Indiana) Times reported.

The line would include stops across northern Indiana, including Valparaiso, Plymouth, Warsaw, Columbia City and Fort Wayne. Stops in Ohio include Van Wert, Lima and Columbus.

"This service is very competitive with auto travel on this corridor," HNTB Associate Vice President Caron Kloser said.

It could see revenue from \$13.8 million to

\$28.1 million annually, depending on the frequency of trips, HNTB estimates. It would likely see an operating deficit of \$3.6 million to \$7.3 million, which would need to be made up from public sources. It could cost between \$898 million and \$1.2 billion, HNTB said.

Supporters hope the Federal Railroad Administration would cover 80 percent of the cost. The rest would be made up by state and local governments, as well as businesses that would benefit from the service.

The rail association will conduct a more thorough economic analysis, prepare a detailed service plan and conduct an environmental review.

"We wanted to do as much work as we could in advance of asking for those federal funds," Kloser said.

The service could be operational between 2026 and 2030 if the group can successfully gain approval, Kloser said.

# Parking tightening downtown

Study finds spaces already  
limited ahead of development

**DAVE GONG**

*The Journal Gazette*

Public parking in downtown Fort Wayne is tighter than might be expected, city officials said Monday.

Of 17,596 downtown parking spaces, only 6,714 are in public lots. Most of the rest are owned by private entities. And there are fewer than 800 street parking spaces available across the downtown area.

Officials were joined by representatives from American Structurepoint for a public meeting regarding the city's new parking and mobility study. The study took inventory of the city's existing downtown parking supply and analyzed current and future parking demands. The final draft of the study will outline a set of strategies to manage that supply and demand.

That means the informa-

tion gathered from residents, business owners and other stakeholders will help shape a strategy that could help free up additional existing parking spaces and help strategically place new parking structures to maximize effectiveness, said Joe Giant, a city redevelopment manager. It costs at least \$25,000 to build one structured parking space.

One part of the strategy is to find ways to open up existing spaces that may not be currently available to the public, Giant said.

"Every single one of those spaces that we unlock is a space we don't necessarily have to build, so if we can unlock 100 parking spaces, that's a lot of money we've saved," Giant said.

The study found there is plenty of available parking downtown at night and

**Parking, Page 4A**

## PARKING

Continued from Page 1A

on weekends but a lack of available space during the day and when big events are held. There is also a need for uniform parking signage and interim parking while new structures are built. Existing "hot spots" for parking are along the riverfront, around Parkview Field and along Main Street west of Harrison Street.

"At the beginning of the study, I wouldn't have expected that. I would have expected them to say you have a lot of parking, you need to deal with what you have," Giant said. "It's tighter than I thought it was. We're looking at 900 dwelling units on line to be built soon and all this other stuff moving into downtown, so looking forward, it's going to be tight for a little while."

There are 752 on-street

parking spaces in downtown Fort Wayne.

The next step is to take the study's findings, as well as community input, and develop solutions and a plan for implementation, Redevelopment Director Nancy Townsend said.

Short-term parking management strategies identified by the draft study include new policies and partnerships and implementing a pricing structure for existing spaces.

Long-term parking supply can be addressed through site sustainability studies, integration of future parking structures and improvements to mobility downtown.

"We'll have these recommendations informed by the community and informed by professionals for our downtown," Townsend said. "And then we just have to work out a plan, a strategy, for implementing those solutions."

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**FORT WAYNE/  
ALLEN COUNTY**

**Washington Center  
bridge, light done**

Washington Center Road between Cross Creek Boulevard and Country Forest Drive will open today, with a new bridge, new sidewalks and a new traffic signal.

The new bridge includes additional travel lanes in each direction, a trail, a sidewalk and new lighting.

Additionally, a new traffic signal is now operational at Cross Creek Boulevard and Washington Center, just east of the bridge.

Motorists are encouraged to use extra care and be aware that they may have to stop at this intersection.

In less than 10 years, traffic on Washington Center has increased by more than 20 percent. The number of vehicles using the road daily grew from 11,400 in 2009 to 13,900 today.

This bridge is within Fort Wayne city limits, but the Allen County Highway Department is the lead agency for this federally funded project. The traffic signal was a city of Fort Wayne project done while the bridge was under construction.

# Pedestrian fatalities consistent

County's numbers this year mirror the past

**JAMIE DUFFY**  
*The Journal Gazette*

Each year in Allen County, police investigate dozens of crashes in which pedestrians are struck. Few of those crashes are fatal.

Of 97 vehicle-pedestrian crashes this year, three pedestrians were killed. Last year, there were six pedestrian deaths out of 114 crashes.

"We have been fairly consistent with our numbers from year to year," Michael Burris, chief investigator with the Allen County coroner's office, said in response to an email query. "We have been under 10 pedestrians

struck for at least the last eight years."

Nationally, people have died in record numbers in crashes involving pedestrians the last few years. According to the National Highway Traffic Safety Administration, 6,080 died in 2016, and 5,977 died last year.

The percentage of fatal crashes involving people killed outside vehicles – pedestrians, motorcyclists, bicyclists and other non-occupants – went from 20 percent in 1996 to 33 percent in 2017.

Neither police nor family know why 25-year-old Tyler Thomas Jamieson of Fort Wayne was struck Oct. 11

while crossing in the 4200 block of East State Boulevard, according to Sgt. Tony Maze, the Fort Wayne Police Department's traffic expert. Jamieson was one of the three pedestrians who died this year in Allen County.

National Highway Traffic Safety Deputy Administrator Heidi King said more pedestrian fatalities occurred in mixed traffic involving motor vehicles, bicycles and street cars and in urban areas.

Solutions to the problem are to highlight vehicle safety features such as automatic emergency braking, improved lighting and highway design, King said in a recent

## ALLEN COUNTY VEHICLE CRASHES

<b>2018 to Oct. 26</b>	11,091 total crashes, 29 fatalities 97 involved pedestrians, 3 killed
<b>2017</b>	14,124 total crashes, 45 fatalities 114 involved pedestrians, 6 killed
<b>2016</b>	14,376 total crashes, 36 fatalities 103 involved pedestrians, 4 killed
<b>2015</b>	13,776 total crashes, 31 fatalities 135 involved pedestrians, 5 killed
<b>2014</b>	12,184 total crashes, 31 fatalities 125 involved pedestrians, 7 killed
<b>2013</b>	11,427 total crashes, 30 fatalities 107 involved pedestrians, 6 killed

conference call with the Detroit Free Press/USA Today Network.

King blamed alcohol as a possible factor and said people walking in crosswalks

and well-lit areas should walk sober.

An investigation by the Detroit Free Press/USA Today Network this year found that SUVs had played a role

in the increase in pedestrian deaths, but King did not address that issue, according to the Detroit Free Press.

The newspaper investigation said alcohol use is a factor in many crashes but alcohol does not explain "the dramatic increase in pedestrian fatalities." SUVs have a higher and blunter front end, the newspaper said.

The Detroit Free Press said data on distraction would be "another likely factor," but it is probably under-reported.

King said her agency has been "gathering input on possible updates to the New Car Assessment Program," that rates vehicle safety and could include pedestrian safety ratings.

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# News~Sentinel

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## **Citilink hosting meetings to explore public transit improvements**



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Citilink will host a second round of informational meetings on its 10-Year Transit Development Plan. The purpose of this plan is to identify improvements for Citilink fixed route and paratransit

service to be implemented over the next 10, and the purpose of these meetings is to gather input from residents regarding their views of Citilink's current service, to present information from the consultant's review of the transit system and to discuss ideas for future service.

Meetings will be Nov. 13 at Citilink Central Station, 121 W. Baker St., from 3: p.m. to 5 p.m.; Nov. 13 at Turnstone Athletic Center, 3320 N. Clinton St., from 6 p.m. to 7:30 p.m.; and Nov. 14 at Citilink Central Station, 121 W. Baker St., from 8 a.m. to 10 a.m. In addition to the meetings, Transit Development Plan materials can be reviewed on Citilink's website at [www.fwcitilink.com](http://www.fwcitilink.com).

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# News~Sentinel

## **KEVIN LEININGER: Who wants to come to Fort Wayne? Lots of folks, if record hotel performance and expansion are any indication**



The Hampton Inn, under construction next to the Courtyard by Marriott Hotel, is expected to open next year. Local hotel occupancy and room rates are at all-time highs, according to Visit Fort Wayne. (News-Sentinel.com photo by Kevin Leininger)



Consumers may not like higher prices, but to Dan O'Connell the fact that the average daily cost of a Fort Wayne hotel room has just surpassed \$100 for the first time is a very welcome illustration of the law of supply and demand.

As president and CEO of Visit Fort Wayne, it's O'Connell's job to sell the Summit City. And with plenty of conventions in the pipeline, 10 new hotels under construction or planned and a current occupancy rate of about 74 percent — also an all-time high — the local lodging industry's bull market shows no sign of slowing down. And that O'Connell says, means Fort Wayne's \$619 million-a-year convention and tourism industry soon will be equipped to compete for even bigger and better things in the years ahead.

What a difference a few years can make. Back in 2004 I wrote about a Chicago firm's conclusion that Fort Wayne could support a new \$30 million, 300-room downtown hotel in addition to the 246-room Hilton and 208-room Holiday Inn already there. C.H. Johnson Consulting suggested the facility could have a 61 percent occupancy for its projected 2007 opening. Then the economy crashed, and construction of what turned out to be a 250-room Courtyard by Marriott didn't begin until 2009 — a year before the dated Fort Wayne Hotel that had been the Holiday Inn was converted into senior housing.

Soon, however, the number of downtown hotels will double from two to four with next year's completion of the \$20 million, 136-room Hampton Inn next to the Courtyard by Marriott and the expected 2020 opening of the \$27 million, 125-room Provenance Hotel at Main and Harrison streets. The additional hotels, either attached to or within easy walking distance of the Grand Wayne Center, should boost efforts to land national conventions that require more rooms than the city could previously provide.

The strong national economy, which has resulted in increased leisure spending and business travel, only begins to explain Fort Wayne's hotel boom, O'Connell said. The lodging investment downtown is in response to Parkview Field and other so-called "public-private" projects, but the return of corporate headquarters to downtown Fort Wayne, such as Ash Brokerage, Shindigz, SIRVA and, perhaps soon, Ruoff Mortgage have also helped, O'Connell said. And most of the other new or planned hotels are going up on the north side, spurred by the arrival of Parkview Regional Medical Center and the growth it has generated there.

The city currently has about 5,000 hotel rooms, but O'Connell said about half of them are usually at capacity thanks to various transient populations. And with just 500 or so of the remaining rooms downtown, O'Connell said a third new downtown hotel could be a possibility in the not-too-distant future. By 2020, in fact, he expects the number of rooms in Allen County to reach 6,404 compared to 5,216 three years ago.

The Grand Wayne Center can accommodate as many as 2,000 people, and convention-goers normally prefer to walk to their hotels and related events. The redevelopment of downtown has been crucial in that regard, O'Connell said, as Harrison Street is in the process of being transformed into a sort of "urban trail" that will link the Grand Wayne, Embassy Theatre, Parkview Field, The Landing, riverfront, hotels and restaurants.

"Fort Wayne is really changing, and we need to get that message out," said O'Connell, who believes the hotel boom could and should help in that regard.

Allen County hotels currently impose a 7 percent tax expected to generate more than \$5.5 million this year, an increase of more than 16 percent from 2017. Visit Fort Wayne gets 2 percent, which covers most of its \$2.2 million budget, and the Grand Wayne Center gets the other 5 percent. O'Connell has asked the Indiana Legislature to increase the total tax to 8 percent, with Visit Fort Wayne using the additional revenue to boost marketing and, in turn, draw still more people and economic activity to Fort Wayne.

Even without the extra cash, 2019 looks good: At least 44 major conventions, consumer shows, tournaments and special events are already expected at various venues, international juggling and blind athlete events. But the demand for rooms those activities create represents the down side of the law of supply and demand, at least from O'Connell's point of view.

In order to accommodate large conventions, the Grand Wayne and other venues often secure blocks of rooms at discounted prices. But because of the strong demand and the need to accommodate corporate travelers and others, O'Connell said, hotels often are reluctant to set aside as many lower-priced rooms as he and others might like. That fifth downtown hotel would help, and so has the growth of Airbnb — renting out private rooms or entire houses via the Internet. There are about 167 such facilities in Fort Wayne, including 30 near downtown.

So, for now at least, the competition for rooms can be a problem — but one that didn't exist just a few years ago when Fort Wayne hotels' occupancy averaged 55 percent.

This column is the commentary of the writer and does not necessarily reflect the views or opinions of The News-Sentinel. Email Kevin Leininger at [kleininger@news-sentinel.com](mailto:kleininger@news-sentinel.com) or call him at 461-8355.

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# The Journal Gazette

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## JGLOCAL (/NEWS/LOCAL)

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Sunday, November 04, 2018 1:00 am

### ROAD SAGE

## Traffic signals get much study first

**DAVE GONG | The Journal Gazette**

As Fort Wayne's Cross Creek Boulevard reopens with a new traffic signal, officials with the Northeast Indiana Regional Coordinating Council shared how they decide where to place stop lights and signs, roundabouts and other road improvements.

The council monitors all automobile crashes in a four-county area and uses that data to determine whether some kind of improvement is warranted to increase safety, Executive Director Dan Avery said.

The council, which covers Allen, Wells, DeKalb and Adams counties, takes data from the state police database and filters out crashes on private property. Data is then sorted by frequency, location and severity of crash to identify hot spots that are more prone to crashes.

"We use that information and meet with all our planning partners in Allen County and the surrounding counties and start to hone in on problematic areas and come up with some solutions," Avery said.

Once there's a consensus among the agency partners that there is a problem, outside engineers and law enforcement are brought in for a road safety audit.

"Sometimes they think of things that those of us who go through it every day don't think of, because they see it from a different perspective," Avery said.

Solutions can involve adding a turn lane or installing a roundabout or stop lights. It just depends on the needs of each specific roadway. It's very methodical.

"If we based it just on public request, we'd have lots and lots of signals," Avery said, chuckling. "It sounds very simple to just put up a signal, but if you think about where we put up signals, typically it's not just putting up a signal. You have to make some road improvements."

There are also certain traffic criteria that must be met before installing any improvement, said Jeff Brandtmiller, senior transportation planner.

"Usually when you do a traffic (count), it needs to be eight hours in a day, volume on the main line and volume on the side streets have to line up," Brandtmiller said. "We'll usually do a 12-hour intersection count. That way we have plenty of coverage to see if there are at least eight hours in a day that meet the criteria."

The council typically picks the busiest 12 hours of a day for its study to ensure the highest volume of cars possible, Brandtmiller said. It counts traffic on every roadway at least once every three years.

### **Trails get grant**

Fort Wayne Trails has been awarded a \$10,000 Impact Grant from General Motors for vehicle and road safety, officials announced last week.

The grant will help fund the "Where the Trail Meets the Road" program in partnership with Bicycle Friendly Fort Wayne. Certified instructor training will be provided through the League of American Bicyclists, and local participants who have received the training will teach safe cycling classes throughout the community.

Certified instructors will also provide Bicycle Friendly Driver programs to local employers, civic groups, bus drivers, commercial drivers and others to inform the community about safe driving in the presence of bicycles. A public service announcement campaign will also accompany the program. It will begin early in 2019 with videos on social media demonstrating proper behavior from all users.

"As our trail system continues to grow and expand, we need to be focusing on education where trails intersect with roads and what is expected of both the trail user and motor vehicle users. We are excited to partner with Bicycle Friendly Fort Wayne and appreciate GM's support of this program," said Kent Castleman, Fort Wayne Trails executive director.

### **Reader questions**

**Q: I was wondering if there has been any talk of creating a series of "Michigan left"-style turns along Indiana 3/Lima Road heading north of Dupont Road and continuing to at least Gump Road. – Andy H.**

**A:** INDOT is not planning to place median U-turns (Michigan lefts) on Indiana 3, spokeswoman Nichole Hacha-Thomas said. However, that doesn't mean the agency won't place one there in the future. INDOT is focusing on intersections with a specific safety need or along corridors where free-flow movement is encouraged, such as U.S. 30 or U.S. 24.

**Q: In the past 15 months, between the city and the county, in excess of 1,000 new family residences have been approved along the Coldwater Road corridor between Dupont Road and Cedar Canyon Road. Couple that with Northwest Allen County Schools expanding the no-bus zone, and I am wondering when the city and county plan to upgrade Coldwater Road. – Jim D.**

**A:** Some improvements are planned along Coldwater Road, Public Works spokesman Frank Suarez said. Design and planning for those improvements won't start for five years or so, however.

*Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area and answers selected questions from readers. Submit a question by emailing [roadsage@jg.net](mailto:roadsage@jg.net) (<mailto:roadsage@jg.net>) or tweeting @JGRoadSage (<https://twitter.com/JGRoadSage>).*

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**FORT WAYNE/  
ALLEN COUNTY**

**Meeting to talk  
Franke Park plan**

The Fort Wayne Parks and Recreation Department will host the first public open house for the Franke Park master plan from 5 to 8 p.m. Thursday at Franke Park Pavilion 1, 3411 Sherman Blvd.

The project, in partnership with Fort Wayne Children's Zoo, will result in a comprehensive plan that will guide the park's development over the next decade and beyond.

The public is invited to share ideas and concerns on how Franke Park should grow and change, as well as the elements of the park that should remain unchanged.

Information and a public survey can be found at [frankeparksplan.com](http://frankeparksplan.com).

**Citilink sets up  
meeting schedule**

Citilink is inviting the public to a second round of information meetings on the 10-year transit development plan.

The purpose is to identify improvements for Citilink fixed-route and paratransit service to be implemented over the next 10 years.

The meetings will be from 3 to 5 p.m. Nov. 13 at Citilink Central Station, 121 W. Baker St.; 6 to 7:30 p.m. Nov. 13 at Turnstone Athletic Center, 3320 N. Clinton St.; and 8 to 10 a.m. Nov. 14 at Citilink Central Station, 121 W. Baker St.

A review of transit development plan materials are at [www.fwcitilink.com](http://www.fwcitilink.com).

The purpose of this round of meetings is to gather views on Citilink's current service; present information from a consultant's review of the transit system; and discuss ideas for future service.

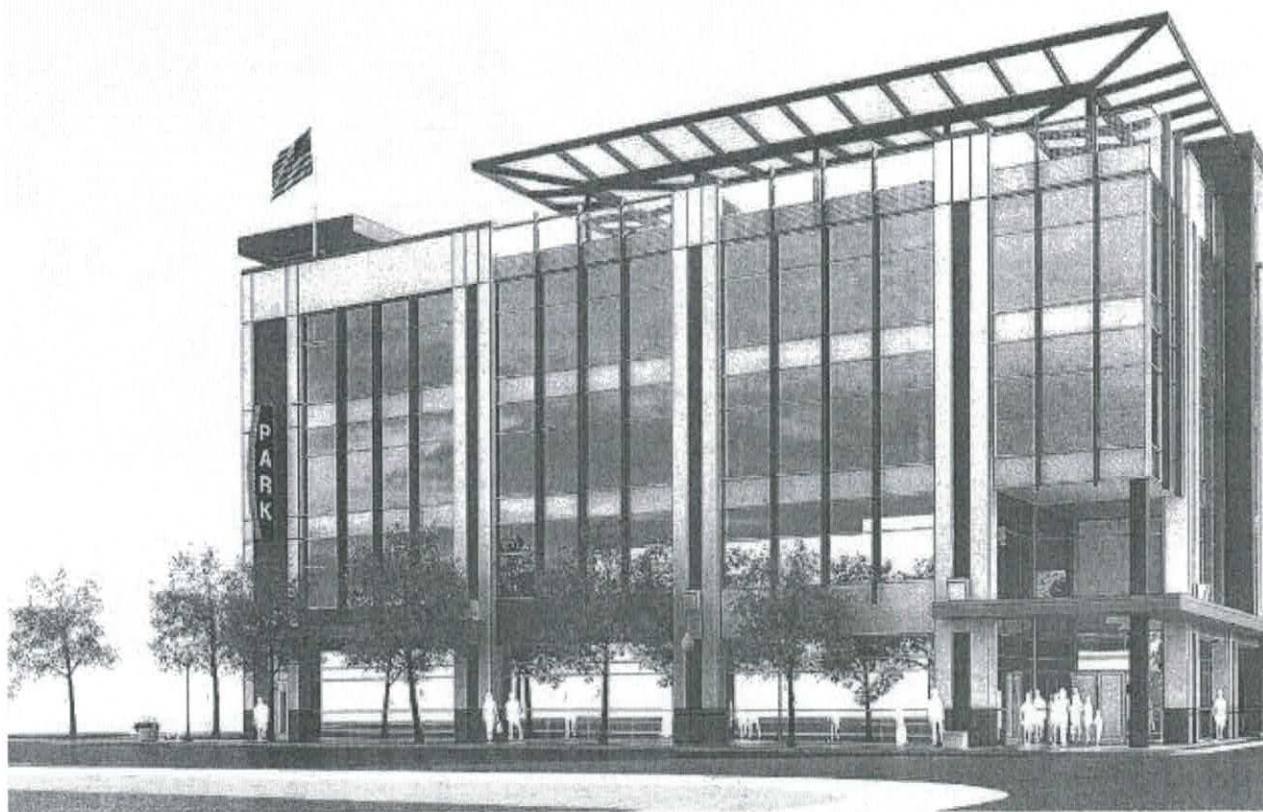
— Journal Gazette

# News~Sentinel

**BREAKING NEWS**

**New commercial, office and parking project planned for downtown**

## **New commercial, office and parking project planned for downtown Fort Wayne**



This commercial and parking project could soon be going up in downtown Fort Wayne. (Couetesy image)

Downtown Fort Wayne's skyline is poised to grow again thanks to a multimillion-dollar mixed-use and parking project proposed by the same group whose recent \$20 million renovation of an adjacent building produced the city's first million-dollar condos.

According to documents filed with the Fort Wayne Plan Commission, Ashberry Eight LLC wants to erect a three-component project to the west of Harrison Street and bounded by Main Street and Berry streets and Maiden Lane. Plans envision a four-story office building containing 29,000 square feet, a one-story retail/restaurant structure of nearly 4,000 square feet and a six-level, 155,000-square-foot parking garage containing 379 spaces. City officials and others have said downtown parking is often scarce, and a new study is evaluating the need for more.

Principals in Ashberry Eight include developers Barry and Brad Sturges, Tony Brita and Tim Ash, whose new brokerage headquarters is adjacent to this project. The group bought the Fifth Third Metro Center at 202 W. Berry in 2016 and is converting the building into "202Metro" offering upscale office, retail and residential space — including 10 condos, some of which are offered at more than \$1 million.

Ashberry representatives were not immediately available for comment, but The News-Sentinel reported last year that the Metro Building upgrade could be the first of a two-part project representing an investment rivaling that spent on the Metro Building.

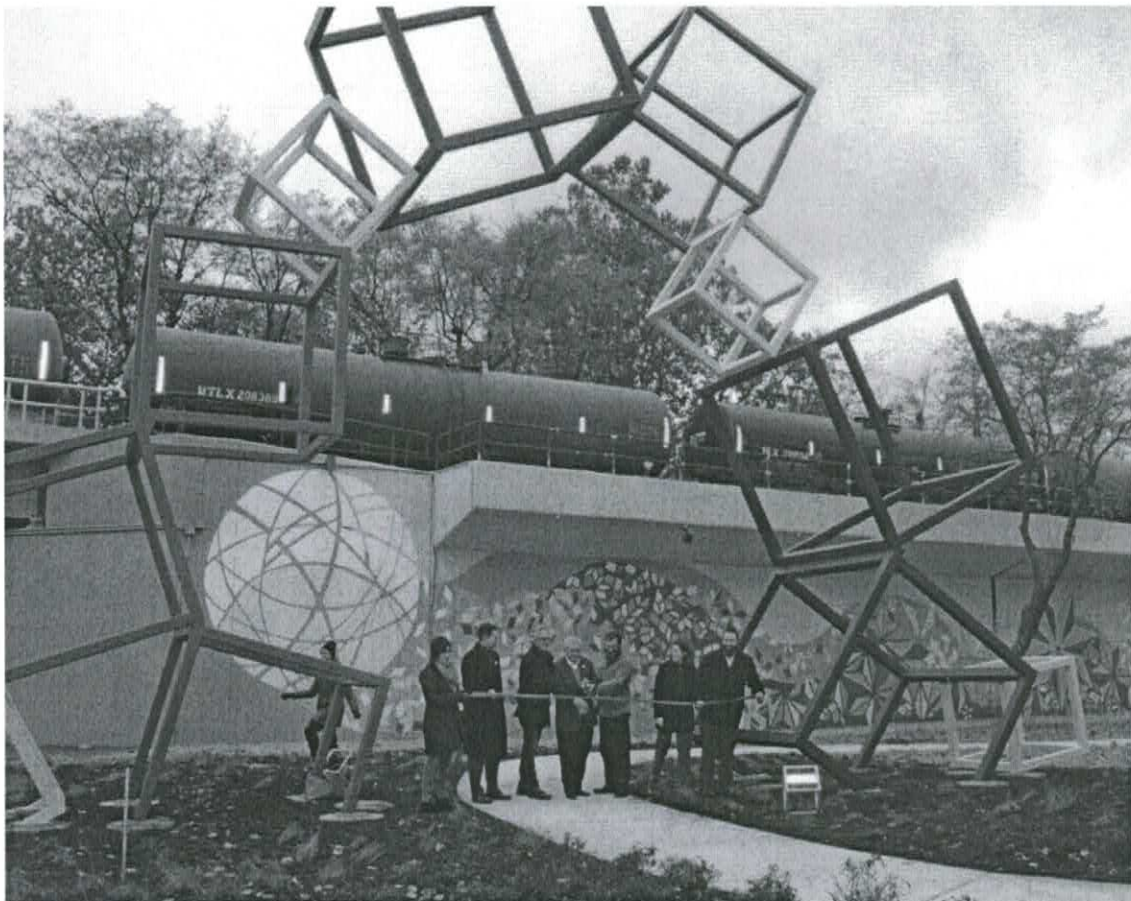
The project apparently would result in the demolition of the century-old Oddfellows hall at 222 W. Berry St., which Ashberry purchased earlier this year.

The Plan Commission could consider the proposal next month.

# News~Sentinel

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## **Sculpture latest example of public art in downtown Fort Wayne**



"Metaform" is downtown Fort Wayne's newest sculpture. (News-Sentinel.com photo by Kevin Leininger)

Mayor Tom Henry, local artists and others cut the ribbon on downtown Fort Wayne's latest piece of artwork: the sculpture and mural located in the 400 block of East Columbia Street.

The sculpture was created by Cary Shafer and includes large, metal three-dimensional blocks painted to complement the 300-foot mural painted last summer by Jerrod and Kara Tobias. Shafer and Jerrod Tobias worked together to design the mural and sculpture, which they named "Metaform." The gateway improvements included the painting and lighting of the railroad elevation.

"We continue to hear from residents that public art is something they appreciate and want to see more of," Henry said in a statement. "Public art instills pride in residents and supports economic development, tourism and neighborhood revitalization.

Jerrod Tobias said the project reassures people that if they "take the time to energize and organize, there's nothing we can't achieve in our community."

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# The Journal Gazette

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## JGLOCAL (/NEWS/LOCAL)

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Sunday, November 11, 2018 1:00 am

### Local MSA shrinks, but does it matter?

#### Feds drop Wells County, leaving Allen, Whitley

ROSA SALTER RODRIGUEZ | The Journal Gazette

The Fort Wayne MSA just got smaller – not that you might have noticed.

Those three initials may not mean a lot to many area residents. But to economic policy wonks, government planners and key business people, the term MSA is part of everyday language.

MSA stands for Metropolitan Statistical Area – and a recent federal change that eliminates one of the counties that is a part of Fort Wayne's caught area statistics experts off guard.

Since 2003, Fort Wayne's MSA has comprised three counties – Allen, Wells and Whitley – and more than 425,000 people. But now, according to a document issued in September by the White House Office of Management and Budget, Wells County and its approximately 28,000 residents have been lopped off.

That means the Fort Wayne MSA's population has dropped about 7 percent to about 400,000 residents. The change also will likely drop the area's ranking on the list of the nation's 384 MSAs.

Rachel Blakeman, director of the Community Research Institute at Purdue University Fort Wayne, said the change will likely make using MSA data in the next few years “kind of confusing.”

A staff member discovered the change “by coincidence,” she said.

Little wonder, said Ellen Cutter, vice president of marketing, research and strategy for Greater Fort Wayne, which uses MSA information in marketing the region.

"It's a 227-page document," she said of the federal bulletin containing the change, which is listed on page 52 without explanation.

Cutter said to her knowledge, local government or community leaders weren't specifically notified of the change – or consulted in advance. How the decision was made, she said, was outlined in a June 28 document containing standards. But how the standards were applied, and when they will take effect in the various ways in which they are used, remains a bit of a mystery.

"What I do know is they base the MSA definitions largely on commuting patterns and more broadly on shared social, demographic and economic characteristics," Cutter said.

An MSA traditionally has been defined as a region with a core area with a high population density, typically a city, and outlying areas with close economic ties. MSAs don't need to correspond to a governmental or geographic unit, although some may follow those lines.

Tom Guevara, director of the Public Policy Institute at Indiana University, said the Fort Wayne MSA change may be because fewer people are commuting from Wells County to work in Fort Wayne and Allen County.

He said one standard – an opinion survey of commuting patterns – was dropped for the new MSA determinations, and that might have influenced the Fort Wayne MSA's status. The change may have been based more on observable data than people's opinions, he said.

Also, recent economic development growth in Wells may have been a factor. In the past few years, Wells has attracted more larger employers, according to Chad Kline, executive director for the Wells County Economic Development Corp.

The county has had about \$58 million of increased industrial development and a commitment of 128 jobs just in 2018, including two large manufacturers and seven business expansions, he reported.

Fort Wayne's MSA has been adjusted multiple times since the early 1970s. "It's not that the government is out to get us," Blakeman said.

In 1972, Fort Wayne's MSA consisted of only Allen County. In 1973, Adams, DeKalb and Wells counties were added. Ten years later, Adams and Wells were removed, but Whitley was added.

Ten years after that, Adams and Wells were added back and Huntington County joined. That grouping remained until 2003, when the Allen-Wells-Whitley configuration came into being.

The many shifts mean it's often been hard to compare the area's MSA statistics across time, but it has been easier since 2003, area experts said. Now, that will again be more difficult.

For example, if one is looking at the Fort Wayne MSA's per-person income statistics or unemployment rates or even educational attainment levels in 2008 and 2018, it's no longer possible to see if they've gotten better or worse in the proverbial apples-to-apples way.

"It's more like comparing apples to parts of apples," said Michael Galbraith, director of the Road to One Million initiative of the Northeast Indiana Regional Partnership. "I think we may have to have an asterisk (by results) if we're doing that kind of long-term look now," he said, and those less familiar with the area and MSA statistics might get tripped up.

MSA statistics can still be compared across time, Galbraith added, but statistics would have to be extracted from earlier data by county and numbers from Wells discarded.

Fort Wayne has never been in the Top 100, a status coveted by many communities, area experts said. The Fort Wayne MSA currently ranks 125th.

Blakeman said her estimate is that the MSA will fall a few spots to 133rd, the spot now held by Salisbury, Maryland. But the actual ranking depends on what changes were made to other MSAs, she said.

The ranking could affect how attractive the area appears, especially to outsiders. For example, as Amazon has looked for places to locate its new headquarters, MSA size was a qualifying factor, Blakeman said.

"It looks like we've suddenly lost 28,000 people from our MSA," she said – not exactly a sign of a healthy community.

Decisions often based on MSA statistics include whether retailers locate or leave the area, how much money is spent on media advertising and how affordable housing prices are, Cutter said.

"Every industry I can think of is a consumer of some area of Metropolitan Statistical Area information," she said.

Because the difference between the old and new MSAs is in the single digits, impacts on specific statistics should not be overly large, Cutter said.

"What is going to happen is that ... some measures are going to overperform and some are going to underperform," Blakeman said. In other words, some aspects of the region might look relatively better or relatively worse.

"For example, Wells has wages under the state average, so in theory, that (dropping Wells) is going to bring wages up in the MSA," she said. "But if you see (statistics showing) wages going up in the next year, it may not be that wages are (actually) going up, but the change (in the MSA)."

Still, MSA statistics are not the only way the Fort Wayne area is measured, Cutter said.

"We consider our region to be 1.5 million people living within an hour drive of Allen County," she said, pointing out that the area includes portions of Ohio as well as northeastern Indiana counties.

And, these days, with more internet access to data and more sophistication in using it, MSA data, while still important, doesn't hold sway in the way it once did, said Galbraith, adding the partnership looks at the region as much more than two – or even three – counties.

"My immediate reaction is that other counties are still part of our region ... when we're looking how the economy works," Galbraith said.

The MSA is "just the way they (at the federal government) measure."

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# Cities seek ways to calm down traffic

**LINDA ROBERTSON**  
*Miami Herald (TNS)*

Cut-through traffic has gotten so bad in one formerly tranquil pocket of Coral Gables, Florida, that a pickup truck barreling through the neighborhood lost control and rammed into a house, coming to a stop with its nose nudging into the living room. A black skid mark is still visible on the pillar by the front door.

It has come to this in gridlocked Miami: Drivers desperately seeking short-cuts to avoid traffic jams are frightening and angering people who just want to jog, bike, chat or walk their dogs on their own neighborhood streets.

"It's out of control. At morning rush hour, it's a spectacle," said Frank Eaton, whose neighborhood in Coral Gables is a favorite route for commuters trying to circumvent traffic. "We call them runners because they run through stop signs, dodge left through roundabouts and use our streets as a speedway."

"Most of the time they're on their phones, completely inconsiderate of pedestrians. That's Miami."

Any city near commuter arteries is battling the invasion of cars roaring down streets designed only for the people who live there.

"The landscape of traffic has changed because of WAZE," said South Miami Mayor Philip Stoddard, referring to the navigation app



Miami Herald/TNS

## Roundabouts are one of the methods used to slow traffic at intersections.

that directs motorists around chokepoints and onto alternate routes. "Every suburb is going nuts — from Seattle to Miami. It's a huge problem nationwide."

One solution gaining popularity: Traffic calming. No, it is not a meditation session behind the steering wheel — although that would be a better way to spend all that wasted time instead of cursing your predicament. Traffic calming slows vehicle speeds and controls volume with engineering measures that lead to safer streets.

Among the options city planners and engineers can select: Speed bumps, speed

tables, speed cushions (aka "sleeping policemen"), roundabouts (traffic circles), realigned intersections, raised intersections, raised medians, chicanes (curved travel paths), pedestrian crossings, and trees and vegetation planted in close proximity to roadways.

"The goal is enhanced neighborhood livability," said Mark R. Brown, who is overseeing Coral Gables' traffic calming project that has focused on some 165 locations.

After three years of discussions and data collection, Coral Gables reached an agreement with Miami-Dade County that allows the city to tailor its traffic calming criteria to its needs. Trouble spots

are evaluated with a scoring system that measures traffic volume and speed, pedestrian numbers from schools, parks and transit lines, driveway density and the number of preventable crashes.

Atkins Engineering has worked on traffic calming projects throughout the world — in London, Dubai, Montreal, and throughout the nation in Atlanta, Denver, Boulder, Colorado, Las Vegas, Raleigh, North Carolina, and in about a dozen South Florida municipalities.

Stoddard said installing speed bumps or other calming measures isn't as easy as it

sounds. Municipalities have to pay about \$25,000 for a traffic study first. "And when the county usually says you don't qualify for traffic calming under their strict criteria you've squandered \$25,000," Stoddard said. "If it's approved, it costs about \$70,000 for construction."

"We hear complaints, 'I've got a pothole on my street,' and I say cherish it!" Stoddard said. "The chucklehead in the Maserati going 40 mph will blow out a tire when he hits it. That pothole will slow everybody down on your street."

Is traffic calming effective or just a Band-aid? Stoddard is one of the skeptics.

"Mostly no," he said. "Turns out people want speed tables but not in front of their house. We put in a speed hump and one family asked us to remove it because it hurt the father's back. And the drivers just floor it in between them so the neighbors say they need more and more, because drivers are still racing through."

"We can't have police posted at every hotspot because then they are not patrolling for burglaries."

Lowering speed limits and enforcing them has worked for many cities.

"Nobody has a full-proof solution, except maybe Seattle where they've installed an entire grid of stop signs," Stoddard said. "We'll keep trying because the problem is only getting worse."

# NewAllen Alliance gives Stellar pitch

## Vying to win funds for projects in east Allen

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

Representatives of the NewAllen Alliance and several east Allen County communities made a high-stakes pitch Friday in Indianapolis to unlock more than \$17 million in quality-of-place improvement projects.

The money would flow to the communities if a proposal from NewAllen is selected as a winner of the state's Stellar Communities initiative.

NewAllen's East Allen Rural Revival Regional Development Plan was designated one of six finalists in April.

About 20 local representatives attended Friday's presentation before a panel composed of about two dozen representatives of state agencies, Kent Castleman, NewAllen Board president, said after the meeting.

Local proponents fielded questions on the readiness of the group to put plans

into practice and what would happen if the projects were not funded, he said.

The meeting was closed to the media.

"We probably fielded 10 questions. That's not as many as we thought, but that was probably because our presentation was pretty thorough," Castleman said.

Panelists "commented we did an excellent job in the presentation, but they didn't indicate one way or another to us or anyone else" about

the resolution, he said.

The result of the competition will be announced Dec. 10.

Along with making the pitch, NewAllen also released a final list of projects being considered.

The list of proposed projects has changed several times during the group's Stellar Communities' participation.

New Allen Alliance comprises Leo-Cedarville, Grabill, Harlan, Woodburn, New Haven, Monroeville and Hoagland.

Projects on the list:

- Streetscape improvements in Grabill, Leo-Cedarville and Woodburn

- East Allen County Owner-Occupied Rehabilitation program for assistance to homeowners who want to fix up their houses

- Improvement of Forest Street sidewalks in Monroeville and Woodburn

- Monroe Street corridor improvements in Monroeville

- New Haven/Adams Township Community Center Park development

- New Haven Meadowbrook Trail

- Development of Katy Gene Cove low-income senior housing tax-credit project in New Haven

- Healthy Eating Active Living project to address obesity

An additional 29 complementary projects with other funding worth \$47.7 million are also part of the plan, which is worth more than \$64 million.

The Stellar Communities program would provide about \$5.8 million of the \$17 million for projects, according to the application.

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# Board OKs \$61 million riverfront project

**DAVE GONG**  
*The Journal Gazette*

In a unanimous vote Monday, the Fort Wayne Plan Commission approved a primary development plan for a \$61 million downtown riverfront project.

The project, which is under development by Riverview FW LLC, calls for about 228 apartments on five floors, a 13,000-square-foot deck with

a pool and about 20,000 square feet of retail space on the ground level.

Riverview FW LLC is a spinoff of Continental Property Group, a Wayzata, Minnesota, company. The project also calls for a 1,000-space, five-level parking garage.

Plans for the project were unveiled last year and the existing building at 124 W. Superior Street, which was formerly oc-

cupied by Smurfit-Stone Container Corp., was razed. In early January, the site became the temporary home for the former Cambray and Associates building while it was being relocated from its original location at 312 S. Harrison St.

The site stretches from South Calhoun Street to the east and South Harrison Street to the west.

A Plan Commission public

hearing regarding the project was held Nov. 5.

According to reports filed by Department of Planning Services staff, the development's approval is conditional on submission and approval of a secondary development plan, a site lighting plan and a signage plan. The developers must also continue to work with the city of Fort Wayne for street-scaping and landscaping efforts.

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## Declined buyouts may lead to GM layoffs

**JAMIE L. LAREAU**  
*Detroit Free Press (TNS)*

General Motors hoped at least 7,000 white-collar workers would sign up by noon Monday for a buyout offer, but managers told employees last week that it was likely to fall short, raising the prospect of significant layoffs.

The number volunteering for the offer is likely be closer to 4,000 based on estimates by an actuary, some GM employees said managers told them.

That means 3,000 or more salaried workers in North America could be terminated starting in January if the automaker in fact opts for forced job cuts, which it has said it would consider if buyouts fell short.

That's the message some GM managers gave salaried workers during department meetings Thursday and Friday of last week, several employees who attended the meetings told the Free Press. The meetings were an 11th-hour attempt to help employees with 12 or more years at GM decide whether they want to take a voluntary buyout.

The automaker has an Allen County truck assembly plant and a Defiance, Ohio, foundry.

GM employees who talked to the Free Press did so on condition of anonymity because their jobs are at risk.

## Valet parking now at airport

To show 'focus on the customer'

**JOURNAL GAZETTE**

Fort Wayne International Airport on Tuesday began offering curbside valet parking as part of its focus on customer service.

The valet parking will make it even more convenient to fly local, and get in and out of the airport, a news release said.

The airport's longtime parking service provider, Republic Parking System Inc., will oversee the new service and continue its existing parking management responsibilities at the airport.

"This service is yet another way to show that we focus on the customer and convenience making flying out of FWA an easy decision," Scott Hinderman, executive director of airports,

said in a statement.

To take advantage of the new service, passengers will pull their vehicle up to the valet parking booth along the terminal drive and provide the attendant with their flight information. The attendant will then take the passenger's keys and park their vehicle. Once the passenger returns, the parking attendant will have their vehicle ready and waiting along the curb.

The valet service is available for \$16 per day.

Between Thanksgiving and New Year's Day, as a special holiday promotion, passengers who use the valet service three or more consecutive days get one day free.

For more information, call 260-747-3382, or go to [www.fwairport.com](http://www.fwairport.com).

# News~Sentinel

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## **Citilink announces Thanksgiving bus schedules, fare-free Saturdays**



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In observation of the Thanksgiving Day holiday, Citilink fixed route bus and Access paratransit service will not operate Thursday, and the office will be closed. In addition, the Cougar Express shuttle bus service will not operate Wednesday, Nov. 21, or Friday, Nov. 23.

Citilink will also provide free fares on all routes Saturday, Nov. 24, from 7:45 a.m. to 6:15 p.m. in conjunction with Small Business Saturday and the free downtown Holly Trolley shopping shuttle from 11 a.m. to 5 p.m. Citilink will run fare-free every Saturday between Thanksgiving and Christmas.

Schedule information is available by calling 432-4546, by accessing the Citilink website at [www.fwcitilink.com](http://www.fwcitilink.com) or RouteShout app.

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# Newest Pufferbelly section opens

## Key connector for trails; city says it will plow

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

With flying snowflakes, a brisk wind and a temperature of 21 degrees as a backdrop, a group of more than three dozen officials and trail enthusiasts gathered Wednesday morning to dedicate a crucial piece of the Pufferbelly Trail in Fort Wayne.

The newly completed two-mile stretch links Washington Center Road with Wallen Road. The dedication ceremony took place at the

eastern edge of the trail's new portion, just east of Cookie Cottage.

Dawn Ritchie, the city's trails and greenways manager, said the trail following a former railroad right of way will allow residents of the city's north side to walk, run or cycle from a spot near their homes to downtown and numerous other destinations.

"More than 3,700 residents live within a half-mile of this trail," she said.

Fort Wayne Trails presented Mayor Tom Henry with a

check for \$219,792 toward trail development at Wednesday's ribbon-cutting, while the Indiana Regional Development Authority presented a check for \$405,971, the third of four installments of a \$1.8 million pledge from the Regional Cities Initiative.

But it was news that the city plans to plow snow on primary and secondary trails after storms drop three inches or more that brought out a celebratory whoop from attendees.

So did an announcement

that Cookie Cottage owners plan to put in a picnic table for trail users.

Although trail usage slows during the winter, "Believe it or not, people do use trails in the winter," Ritchie said. Cleared trails should mean higher usage, she said.

The city's right-of-way department will now plow an additional 35 miles of trails, Ritchie said. The city Parks and Recreation Department already plows about 28 miles of greenway trails; schools, universities and businesses plow between 10 and 15 trail

**Trails, Page 3C**



Michelle Davies | The Journal Gazette

**Kevin Okleshen, who lives in the Hearthstone addition off Wallen Road, breaks in the newest section of the Pufferbelly Trail on Wednesday.**

## TRAILS

Continued from Page 1C

miles.

Among destinations now accessible because of the trail completion plus existing sidewalks are Northrop High School, Shawnee Middle School and Lincoln Elementary School, Ritchie said.

The new trail section also connects several neighborhoods on the north and northwest side to Smith Field, Salomon Farm Park,

Parkview Family YMCA and the soon-to-be-paved Dupont Road Trail.

The new trail portion also connects to sidewalks on Washington Center Road – sidewalks that already connect to others along Washington Center Road and Clinton Street.

About a half-mile of land for the new trail portion was bought at a tax sale in 2016 by Huntertown resident Richard Andres, a trail enthusiast and railroad buff, for \$2,500. He said the land was donated to the city for trail use in January.

About \$50,000 of the money from Fort Wayne Trails will go to pedestrian crossing lights at Wallen, Cook and Ludwig roads along the trail's new segment, and \$150,000 will fund acquisition of right of way for a section of the Covington Road trail from Hadley to Getz roads.

Design of that trail, which will help connect southwest Fort Wayne's Aboite Trails to Time Corners shopping center is to begin next year, said Kent Castleman, executive director of Fort Wayne Trails.

Construction should begin in 2021, he said.

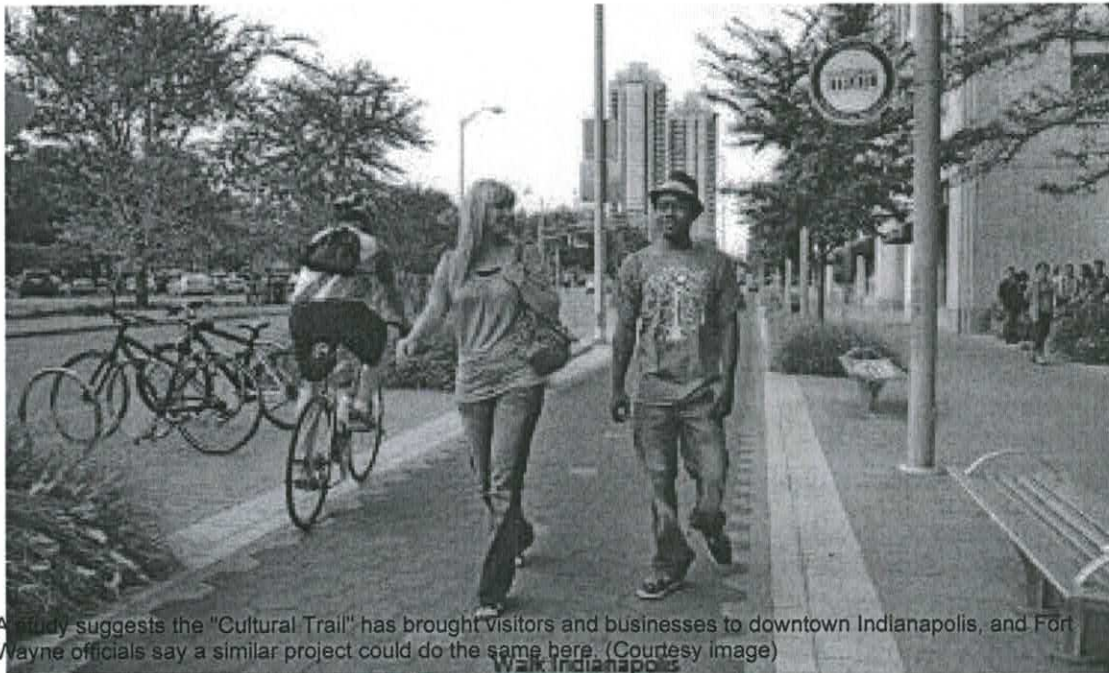
About \$20,000 of the Fort Wayne Trails money went to finishing touches along the St. Joseph Pathway on Fort Wayne's north side near the Purdue Fort Wayne soccer fields and The Plex.

The newly finished stretch of the Pufferbelly, whose name comes from a slang term for a steam locomotive, will eventually make that trail part of a trail system that supporters hope will one day link Angola and Bluffton.

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# News~Sentinel

## **KEVIN LEININGER: 'Urban Trail' will lead to, through downtown Fort Wayne — if the money can be found**



A study suggests the "Cultural Trail" has brought visitors and businesses to downtown Indianapolis, and Fort Wayne officials say a similar project could do the same here. (Courtesy image)



Dorothy and Toto followed the Yellow Brick Road all the way to Oz. Visitors to downtown Fort Wayne could soon take a similar path to an ever-expanding number of local attractions — and they won't even have to worry about a witch or flying monkeys.

Sometime next summer, the first two modest sections of the embryonic "Downtown Urban Trail" are expected to open on Superior Street between Harrison and Wells streets and along Harrison Street near the historic Columbia Street Landing, which is being redeveloped. But city officials say that will be only the beginning, with the 10-foot trail made mostly of masonry "pavers" extending as far south as the Citilink bus terminal and Electric Works campus, as far north as the so-called "North River" site and East to Lafayette Street and the arts campus, with access to more-traditional suburban and rural trails via connections to the Rivergreenway.

City landscape architect Stacey Haviland said the urban trail has been part of downtown planning for years and is modeled in part on the eight-mile, \$63 million Indianapolis Cultural Trail that opened in 2012. Fort Wayne's urban trail also aims not only to attract more people and businesses but also to make it easier for visitors to get from place to place without the need for congestion-causing cars, according to Public Works Director Shan Gunawardena.

To city Redevelopment Director Nancy Townsend, it's all about "connectivity": the desire to identify and link nearby attractions in a way that encourages walking, biking, eating, drinking, shopping and spending. Along Superior and Harrison alone, the urban trail would connect not only the Landing and riverfront but also a new boutique hotel and Hall's restaurant, along with other potential developments. The Indianapolis trail seems to have done just that, with a recent study indicating a 148 percent increase in property values and increased traffic at nearby shops, with 17 businesses reportedly selected their locations because of the trail. That's why Townsend insists this is more than just another trail: It's also an economic development project; one that will make more room available for such things as outdoor dining by removing some on-street parking or travel lanes (although taking Superior from four lanes to two is expected to add parking there as well).

One major obstacle stands in the way. On Wednesday, as Mayor Tom Henry and others officially opened two-mile extension of the Pufferbelly Trail between Washington Center and Wallen roads, the Fort Wayne Trails organization announced a gift of nearly \$220,000 for additional trail improvements. Although the city owns the necessary right-of-way, the urban trail has no identified funding source beyond the budgets of previously approved improvements to the riverfront and Landing.

Because of its potential economic benefits, Townsend believes some degree of public funding will be justified, possibly from local income taxes or property taxes generated in the area. But she also hopes the private sector will want to support the urban trail, as it has trails elsewhere in the community, because "This benefits everyone."

It's true, of course, that sidewalks already allow pedestrians to move around downtown. But unless you're familiar with Fort Wayne you may not know how to walk from, say, the Grand Wayne Center to the riverfront. The planned lighting, signs, landscaping and other features will add to the trail's utility and ambiance, and its width will promote safety by allowing bikers to avoid the street.

It's also worth noting that the Indianapolis trail was funded with \$35.5 million in federal transportation grants and \$27.5 million in private and philanthropic funds. No city money was used. But with Legacy and Capital Improvement dollars already stretched thin by support for Electric Works and other projects, the future of Fort Wayne's urban trail may indeed rely on city funds and the generosity of donors. A financial argument for the full trail will have to be made, perhaps in conjunction with other projects, but that Indiana University study concluded this about Indianapolis:

“By all indications, (the trail) . . . is a tremendous success. It is well-liked and utilized. Likely economic impacts are already being felt . . . yet there is a potential for more. This is a community asset with potential for far-reaching impact.” If so, Fort Wayne should strongly consider the plan because, as Dorothy said, there really is no place like home.

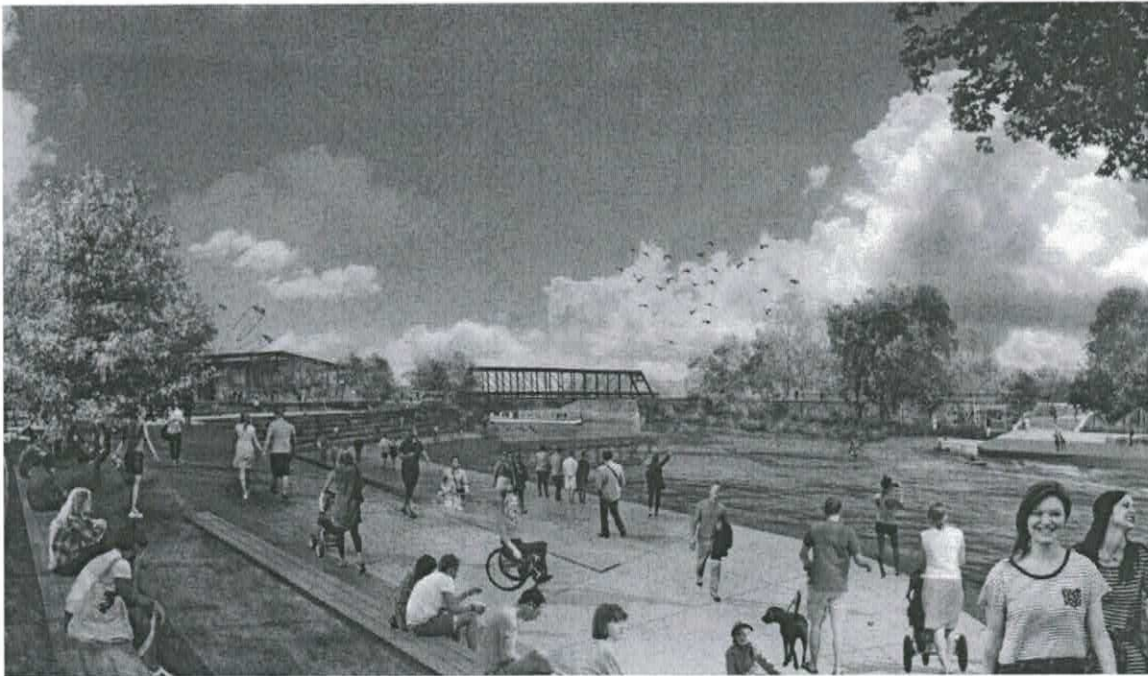
This column is the commentary of the writer and does not necessarily reflect the views or opinions of The News-Sentinel. Email Kevin Leininger at [kleininger@news-sentinel.com](mailto:kleininger@news-sentinel.com) or call him at 461-8355.

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# News~Sentinel

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## Planning has begun for phases two and three of riverfront development



Promenade Park highlights the first phase of riverfront development. (Courtesy image)

With the first phase of riverfront development slated for completion in 2018, work on phases two and three has begun with focus on planning and design.

Representatives of DAVID RUBIN Land Collective, the landscape architecture and urban design firm contracted to lead phases two and three of Riverfront Fort Wayne, are in Fort Wayne and leading focus groups with local residents to learn about their vision for the riverfront. Focus group topics include zoning, downtown living, youth involvement, historic preservation, neighborhood involvement, the environment and more.

Land Collective and its team of engineers, architects, planners and economists will work for the next 12 months to deliver three items: a comprehensive riverfront neighborhood master plan, analysis and recommendations for infrastructure to serve new private development and manage the floodway, and schematic designs and construction documents for further public improvements along the rivers' edge.

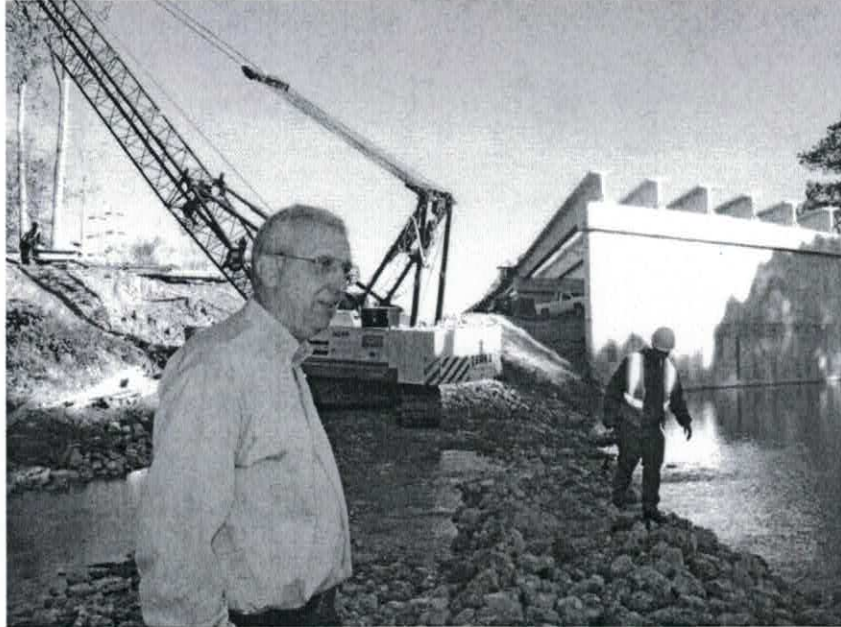
DAVID RUBIN Land Collective is an award-winning landscape architecture and urban design firm that has worked in cities across the world. The studio has completed, or is working on, designs for waterfront districts in Wilmington, Del., Allentown, Pa., Bala Cynwyd, Pa., Westfield, Ind., Columbus, Ind.; Muncie, Ind., Indianapolis and the Cayman Islands. Other members of the implementation team include: Agency Landscape + Planning; Beyer Blinder Belle; HR & A; Bruce Mau Design; One Lucky Guitar; Christopher B. Burke Engineering (CBBEL); DLZ; CE Solutions; MSKTD & Associates; Wilson Consulting and Dharam Consulting.

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# News~Sentinel

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## Allen County Highway Director Bill Hartman honored



Allen County Highway Department Director Bill Hartman inspects the \$40 million Maplecrest Road extension project from the banks of the Maumee River in 2010. (News-Sentinel.com photo by Kevin Leininger)

Bill Hartman, executive director of the Allen County Highway Department, has been named “2018 Outstanding County Highway Supervisor of the Year” by the Indiana Association of County Commissioners (IACC) in recognition of his contributions made to county government throughout his years of public service.

Hartman’s career with the department began in 1974, when he was hired as summer help. He took a full-time position as draftsman in 1975, and after working his way up through various positions he was appointed director in 2006. He oversees the largest land mass county in the state, and also one of the counties with the most bridges and more than 1,300 miles of county roads.

Under his tenure, there have been some major improvements to the transportation infrastructure, including the \$11.9 million Aboite Center Road improvement; \$40 million Maplecrest Road extension; the three-mile, \$10.6 million Flutter Road improvement; \$12 million Gump Road corridor improvement and the \$45 million Bass Road corridor improvement and \$13 million Ryan/Bruick Road corridor improvement, both currently underway.

Hartman oversees 78 employees with a \$25 million annual base budget and two maintenance facilities with 53 major pieces of Equipment.

# PFW to add site near campus

**SHERRY SLATER**  
*The Journal Gazette*

Purdue University Fort Wayne officials hope to breathe new life into the site of an ill-fated educational institution near the north-side campus.

The university is in negotiations to buy the 76,000-square-foot former Brown Mackie College building at 3000 Coliseum Blvd. E. The 24-acre property includes ponds, fountains, trails and about 565 parking spaces.

Chancellor Ron Elsenbaumer notified the campus community Thursday about the potential purchase, which must be approved by the Purdue University Board of Trustees before it can be finalized.

The item is expected to be on the agenda at the board's next meeting, scheduled for Friday in West Lafayette.

Nicole Hahn, Purdue Fort Wayne's spokeswoman, said local officials won't grant interviews about the pending deal until after the trustees vote.

PFW, Page 4A

## PFW

Continued from Page 1A

The path to approval appears to be pretty smooth, however, considering that the purchase would be funded through a combination of philanthropy and external sources rather than taken from an existing budget.

The building could house the Doerner School of Business, a new Career Services Center, the Office of Communications and Marketing, the Office of Development, the Small Business Development Center, the Division of Continuing Studies, and the Wellness and Health Center, Elsenbaumer said in an email to faculty and staff.

Those are the preliminary plans, anyway. Moving those operations "will also open up additional space on the main campus for other academic and student use," he said.

Sturges Property Group had listed the site, which is about one-quarter of a mile from the Purdue Fort Wayne campus, with a \$4 million price tag. Brad Sturges, the firm's president, declined Friday to disclose the negotiated sale price.

But he described the property as a great opportunity for Purdue to expand its local presence.

"As opposed to building a building, this will be a fraction of the cost for them," Sturges



Courtesy Sturges Property Group

### The former Brown Mackie College site is about a quarter-mile from Purdue Fort Wayne.

said, adding that the facility includes rooms already set up as classrooms, labs and offices.

Not only will renovation costs be relatively minor for the building considered to be in "great shape," but the university would save "millions and millions of dollars" it would have to spend if it constructed a new building on the existing campus and had to erect an additional parking garage, Sturges said.

"I know they're really excited about it," he said. "The chancellor, he doesn't mess around. He's looking to make things happen out there."

Elsenbaumer completed his first year on the job last month. The Purdue graduate was hired to succeed Vicky Carwein and to shepherd the campus through the July 1 local split of Purdue and Indiana universities.

Plans call for designating the former Brown Mackie property the South Campus and making it accessible to Purdue Fort Wayne "via a

planned shuttle service and potentially new bicycle and scooter services," the chancellor wrote in the email.

The new Parker Cole Crossing pedestrian bridge, which spans Coliseum Boulevard, is expected to open in late spring, providing another means of access.

Brown Mackie College announced in June 2016 its plan to close the local operation in addition to four others statewide.

Parent company Education Management Corp. of Pittsburgh came under fire after numerous students complained that they'd racked up tens of thousands of dollars in student debt but were unable to find jobs because coursework didn't meet most employers' needs or prepare them to earn industry certifications.

The property's current owner is a California investor group, which leased space to Brown Mackie.

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## JGLOCAL (/NEWS/LOCAL)

Sunday, December 02, 2018 1:00 am

### City looking for another form of shared mobility

DAVE GONG | The Journal Gazette

The end of Zagster's bike-share run in Fort Wayne isn't the end of the city's efforts to find a shared mobility platform that works, especially as other cities expand their programs to include other forms of transportation.

"The experiment with Zagster helped us show there is a demand in Fort Wayne," city spokeswoman Mary Tyndall said. "We just need to find the right product, the right fit for Fort Wayne."

A group of city staff and residents is exploring the need for some kind of shared mobility, said Dan Baisden, a city urban planner.

Some of those discussions have focused on what kinds of transportation will work for the city, Baisden said. Other cities, including Indianapolis and Bloomington, have begun to incorporate electric scooters as part of their shared mobility programs. The city is researching, but aware of the possibility of rentable scooters.

"When or if they come into the community, we want to be sure they're being used properly and really fit into our community," Tyndall said.

Zagster pulled out of the city because it was transitioning to a dockless platform to replace the physical stations that dotted downtown Fort Wayne. At that time, city officials said Zagster didn't have the manpower or resources available to service the area.

A dockless bike-share platform is especially intriguing, Baisden said.

"Often, dockless systems come at low or no cost to the city," he said. "That means more bikes on the street, more flexibility in where they're used. They're also rebalanced on a regular basis, so if there is higher demand in one place, the bikes can be moved to those areas."

Shareable bikes and scooters can have a positive impact on a city's roadways, Baisden said.

Other cities, he said, have seen reduced congestion in certain areas or during peak times as people have chosen to use a bike-share or electric scooter instead of driving for short trips.

Increased interest could also mean expansion of existing bicycle infrastructure, such as bike lanes.

City officials and residents will continue to meet throughout the winter and early spring, Baisden said. He's hopeful ideas and recommendations could come by early summer.

#### Reader questions

**Q:** "Late summer, there were road crews putting what looked like white plastic strips down on Lima Road. Out of curiosity, what was the purpose for this?" – Jerri M.

**A:** What you saw is part of a process called crack-sealing. Crews apply a sealant to cracks in the roadway to extend the life of the pavement, INDOT spokeswoman Nichole Hacha-Thomas said. Anywhere you see a series of black squiggly lines on the roadway is where a crew has crack-sealed the pavement.

The white strips are plain old bath tissue.

Crews use it to keep drivers from getting sealant on their tires, which could then get tracked all over the roadway.

"The tissue is inexpensive, bio-degradable and breaks down after a few days," Hacha-Thomas said. "Crack-sealing is one of the most cost-effective pavement methods used at INDOT."

**Q: I recently read that India was adding plastic to asphalt to make stronger, long-lasting roads. Is that something Indiana is looking at?" – Jerri M.**

**A:** There are many different materials being added to concrete and asphalt to help increase performance and longevity, INDOT spokeswoman Nichole Hacha-Thomas said.

"We are not aware of anything being widely used here in Indiana, but INDOT – in conjunction with researchers from Purdue University – are always looking into potential options to improve our network of state and federal roads," she said.

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*Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area and answers selected questions from readers. Submit a question by emailing [roadsage@jg.net](mailto:roadsage@jg.net) (<mailto:roadsage@jg.net>) or tweeting @JGRoadSage (<https://twitter.com/JGRoadSage>).*

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# Downtown sees office space fill

Realtor reports 8% vacancy as firms move in

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

After “many years of going the other way,” decisions by multiple businesses to locate or relocate in downtown Fort Wayne reveal a healthy market for office space, longtime commercial Realtor Steven Zacher said Monday during a presentation for the Downtown Rotary Club.

Zacher said recent moves downtown by SIRVA, Aptera, Shindigz and other companies underscore a trend when considered with other projects often seen only individually.

“When you put it all together, you realize the magnitude” of the changes occurring downtown, he said.

But with the good news, Zacher said, come issues that remain to be resolved, chiefly parking for workers.

Downtown office space also



Michelle Davies | The Journal Gazette

**Steve Zacher, with The Zacher Co., speaks at Monday's Rotary Club meeting to address a general overview of downtown office space.**

tends to cost more than space in other areas, he said, and there are fewer financial incentives being offered as the pendulum has swung more in favor of landlords.

But some of downtown's in-

**Space, Page 3C**

## SPACE

Continued from Page 1C

Increased cost may be offset by changes in office design that require less space per person and the fact that more employees are working remotely, including from home, Zacher said. That cuts the amount of space required.

And there's the rising cost for construction of new space, which can make renovating existing space more attractive than building new in the more suburban areas of Fort Wayne, he said.

Compared to the four quadrants in Fort Wayne, downtown has the lowest vacancy rate — just under 8 percent, Zacher said. That compares with the overall city average of about 10.8 percent.

"That is stronger than Indianapolis; Columbus, (Ohio); Cleveland; and Detroit," he said.

Of the other Fort Wayne areas, southwest has the lowest, about 9 percent. Northeast has the highest vacancy rate at 17 percent.

But the northeast rate should improve with the announcement last week that Purdue Fort Wayne is negotiating to buy the former Brown Mackie College campus, Zacher said. Even before that pending deal, the quadrant's vacancy rate has fallen by about half from a peak of 35 percent in 2012, according to Zacher's presentation.

Southwest's vacancy rate has improved with the entrance of Indiana University Health to a building at Engle Road and West Jefferson Boulevard among other

moves, he said.

According to Zacher's presentation, Fort Wayne has about 12.88 million square feet of office space. All but 1.39 million is occupied, and the available space decreased by about 335,000 square feet between Oct. 5, 2017, and the same time this year.

The six-year trend "is vacancy going down and absorption (of available space) going up, which is indicative of a healthy office market," he said.

Among other local trends becoming apparent is what Zacher called "a move to quality."

Up-to-date offices, including open-concept and collaboration-friendly designs and more natural light, are seen by companies as not only a productivity tool but also a tool for recruiting and retain-

ing employees, especially millennials, he said.

"People want not only more space," he said, "but better space."

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# Construction in county best in past 5 years

## \$1 billion mark in permits hit again

**ROSA SALTER RODRIGUEZ**

*The Journal Gazette*

For the second straight year, Allen County has issued more than \$1 billion in construction permits, county officials announced at a news conference Tuesday morning.

As of Nov. 29, officials said, permits for new buildings, building repairs and remodeling totaled \$1.015 billion – on pace to reach or surpass the \$1.032 billion total for all of 2017.

The billion-dollar mark was reached several days sooner than last year, officials said.

Officials said the number of permits issued has lagged slightly – 25,230 as of Nov. 29, compared with 26,185 by the end of last year. But 2018 is still shaping up as the best year for construction in the last five years, said John Caywood, county building department commissioner.

He told *The Journal Gazette* he expects this year's numbers to continue to rise as the industry scrambles to beat cost uncertainties contractors might face in 2019.

By Tuesday, permit values already had reached \$1.022 billion, Caywood said after the announcement. "Lately, we're doing about \$2.2 million (in permit value) a day," he said.

The permit statistics include both commercial and residential construction. Apartments, including multifamily senior living developments, are considered commercial



Rachel Von | *The Journal Gazette*

**Allen County Commissioner Nelson Peters announces Tuesday that building permits topped \$1 billion in 2018, reaching the mark days earlier than 2017.**

cial permits even though the result is residential space.

Statistics showing how permit totals within the city compare with the rest of Allen County were not presented.

According to building department compilations, the number of commercial permits through

**Permits, Page 4A**

## PERMITS

Continued from Page 1A

Nov. 29 - 6,339 - was above the 6,253 commercial permits issued in all of 2017. The number of residential permits, however, was down slightly from last year's year-end numbers - 18,981 were issued through Nov. 29, compared to 19,998 by the end of 2017.

However, the value of those residential permits was up, even when compared to all of 2017 - \$428.4 million as opposed to \$399.1 million, an increase of about \$28 million, or about 7 per-

cent.

Commercial permit value was down - \$586.8 million through Nov. 29 from \$632.9 million for all of 2017, about 8 percent.

Caywood said the residential dollar amounts were consistent with cost increases for materials such as lumber and steel and a tight labor market.

The commercial cost decrease might reflect an increasing number of commercial permits for remodeling that might not suffer the same increases for materials, he said. Local commercial remodeling permits are up about 20 percent from previous years, Caywood said.

Officials pointed to several large endeavors by Fort Wayne Community Schools, East Allen County Schools, Lutheran Hospital and Lincoln Financial as playing into the commercial statistics.

The residential statistics were aided by residential development projects including Aslan Passage, Whisper Rock, Fox Hollow, Greyhawk and Magnolia Meadows.

Keeping up with all the activity has been "a challenge," Caywood said.

But the department has been able to meet demand through technological improvements, he said. Now,

about 49 percent of permits are processed online, up from 28.3 percent five years ago, Caywood said.

Also, new-project meetings with staff members of the Department of Planning Services help ensure the permitting process goes smoothly, he said.

"And we have a very willing contractor base here to work with, and that's a reason we're hitting a billion dollars two years in a row," he said.

Republican County Commissioner President Therese Brown agreed. "To hit it two years in a row is astounding," she said.

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# County income grows as poverty rate drops

Census Bureau data  
for 2017 sees 2.5%  
increase in wages

**BRIAN FRANCISCO**  
*The Journal Gazette*

Allen County's median household income grew last year and its poverty rate shrank, according to estimates released by the U.S. Census Bureau.

The median household income for 2017 was \$52,661, a 2.5 percent increase from the previous year and roughly \$5,000 more than in the early part of this decade, when the nation was emerging from a severe economic recession.

"Wages are going up. ... We're starting to see that we're making up ground, getting back to where we were at a somewhat pre-recession level," said Rachel Blakeman, director of the Community Research

## HOUSEHOLD INCOME

Estimated median household incomes and poverty rates in 2017 for Indiana's five most populous counties, in descending order by population:

County	Income	Poverty rate
Marion	\$47,642	17.6%
Lake	\$54,929	15.9%
Allen	\$52,661	13.1%
Hamilton	\$95,080	3.8%
St. Joseph	\$52,188	16.0%

Source: U.S. Census Bureau

Institute at Purdue University Fort Wayne.

Allen County's median household income remained below the nation's \$60,336 and the state's \$54,134. The median is the middle point of a set of numbers. Nationally, household in-

Census, Page 4A

# CENSUS

Continued from Page 1A

comes climbed by 4.7 percent last year, and Indiana incomes rose by 3.5 percent.

Census data show that Allen County's poverty rate fell from 15 percent in 2016 to 13.1 percent last year. The 2016 rate was 1 percentage point higher than state and national figures, but the county's 2017 poverty rate was slightly lower than the state's 13.3 percent and the nation's 13.4 percent.

Steve Hoffman, president and CEO of Brightpoint, said the declining poverty rate has not reduced demand for assistance from his anti-poverty agency. The nonprofit provides aid for housing, energy, child care, health, nutrition and education.

"We're seeing the same number of people. Our lobby is full most of the day," Hoffman said. "I think we're a long way from really seeing demand drop in our community."

Brightpoint generally considers poverty as anything under 200 percent of the federal policy threshold, which in 2017 ranged from annual income of \$12,752 for a single person to \$25,094 for a family of four to \$50,681 for a family of nine.

The poverty threshold "badly needs updated. It does not include all the people that cannot meet their needs on their own," Hoffman said.

"We could easily be moving some folks out of the poverty level but who are still below self-sufficiency," he said.

Allen County's poverty rate for children 17 and younger decreased from 21.1 percent in 2016 to 19 percent last year yet remained higher than state and national figures, which also declined last year.

Hoffman said children's poverty levels are higher than those for adults because many

low-income households are headed by single parents.

The Census Bureau estimated 21.8 percent of school-age children living in the Fort Wayne Community Schools district in 2017 were in impoverished households, compared with 16.2 percent at East Allen Community Schools, 5.5 percent at Southwest Allen Community Schools and 4.4 percent at Northwest Allen Community Schools. The number of school-age children living in poverty in the Fort Wayne district last year — 8,537 — exceeded the total number of school-age children living in the Northwest Allen district.

Most counties in northeast Indiana saw increases in income and decreases in poverty rates. The median household income ranged from \$51,488 in Adams County to about \$63,000 in LaGrange and Kosciusko counties.

High-wage jobs at Kosciusko County's orthopedic device manufacturers account for growing incomes there, Blakeman said, as do high earners who live along the county's lakes. She said LaGrange County is "a curious economic entity" because its considerable Amish population tends to consist of large households with multiple people employed.

Poverty rates in the region ranged last year from 7.8 percent in LaGrange County to 15.4 percent in Adams County.

"If somebody is thinking about getting retrained, a good economy is never a bad time to do it," Blakeman said. "Because we know that this is not going to last forever."

In the four northwest Ohio counties bordering northeast Indiana, median household incomes ranged from \$49,120 in Van Wert County to \$59,538 in Defiance County, and poverty rates ranged from 9.5 percent in Defiance County to 11.4 percent in Van Wert County.

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# State between Clinton and Wells reopens

Realignment set for March

**DAVE GONG**

*The Journal Gazette*

Fort Wayne's West State Boulevard is once again open to traffic, but drivers will soon see more construction.

The street had been closed between Wells and Clinton streets since early October. That section reopened Friday afternoon.

It was expected to reopen last week, but the opening was delayed because of the weather.

West State was closed for utility relocation work to prepare for road and bridge improvements planned for next year.

The Indiana Department of Transportation expects to receive bids in February for construction of the second phase of the State Boulevard improvement project, which will take place between Clinton and Cass streets.

A 90-year-old bridge crossing Spy Run Creek will be replaced as part of that project.

Current plans call for construction to begin in March and will feature road realignment and widening, landscaping, decorative lighting and turn lanes where needed. A protected sidewalk will be installed on the north side of the road, while a trail will be placed on the south side of the road.

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## Pedestrian killed on Lafayette ID'd

A 47-year-old Fort Wayne woman has been identified as the pedestrian struck by a vehicle and killed in the 7700 block of Lafayette Street on Wednesday evening, the Allen County coroner's office said Friday.

Kimberly K. McCagg died accidentally from blunt force trauma because of the crash, the coroner's office said. McCagg's death is the 31st caused by a vehicle crash this year in the county, the coroner said.

Fort Wayne police said McCagg was running across four lanes of traffic on Lafayette when she was struck by a northbound vehicle and killed about 7 p.m. Wednesday.

She was taken to a hospital in critical condition and was pronounced dead on arrival, police have said.

The incident remains under investigation by city police and the coroner's office.

# The Journal Gazette

## JG OPINION (/OPINION)

Monday, December 10, 2018 1:00 am

### Five questions with Scott Hinderman

#### Executive director of airports, Fort Wayne-Allen County Airport Authority

**1 We always hear the holiday season is the busiest for air travel – was that the case over the Thanksgiving holiday and does it appear it will be busy over Christmas and New Year's?**

The Fort Wayne International Airport and its airline partners are ready to handle holiday travelers. We generally see an average of 62,000 passengers per month, and we welcome the opportunity to serve those passengers who will be traveling during the holidays to visit family and friends. It is truly a joy to see passengers reunited with loved ones when they arrive in our terminal. Because of the extra activity during the holidays, I would encourage passengers to show up earlier than they normally would because of the traffic volume.

**2 In recent years, Fort Wayne International has been breaking records for passenger numbers – has the trend continued this year?**

We are up 3.39 percent year to date in outbound passenger utilization. In 2016, we broke an all-time record for passenger traffic traveling through FWA, only to be broken again in 2017. We are on track to break that record yet again at the end of this year. This will conclude eight consecutive years of growth for passengers traveling out of Fort Wayne International Airport.

**3 You have a number of new changes at the airport this year – most notably the new Terminal Road. Why were the changes made, and what other improvements – inside and out of the terminal – will travelers see?**

This has been a great year for FWA. We just completed Phase 1 of our Runway 5-23 rehabilitation. With the success of our general aviation center, Fort Wayne Aero Center, and the number of general aviation aircraft utilization increasing, the need for a new hangar was inevitable. The construction of that hangar will be completed before the end of this year to accommodate high volumes of general aviation aircraft.

The general aviation center was moved away from the terminal complex to the west side of the airfield in 2015. We just recently completed our new terminal entrance road relocation project.

The completion of both projects makes room for the expansion of the terminal building. With passenger traffic increasing, we need to add a couple more gates to accommodate growth that we have been experiencing.

We also just started valet parking at the terminal. This will enhance the passenger experience as they can drop off their car before their flight and then it will be heated and waiting for them upon arrival. Passengers will also notice a few changes internally, such as all new signage in the airport and new carpet.

**4 We sometimes hear of area residents driving to larger cities to catch flights. Why should they fly in and out of Fort Wayne?**

Our highest priority at FWA, other than safety, is the passenger experience. We strive to deliver the best customer service by providing unique amenities such as the free parking lot shuttle service, valet service, updated restrooms, free luggage and wheelchair assistance, free wi-fi and numerous other amenities. Our (Transportation Security Administration) works hard to make sure that screening is quick and efficient. We try to make flying out of FWA as easy as possible. We also love welcoming passengers with a locally made cookie upon arrival. We continue to thank our passengers for choosing FWA during our Customer Appreciation events, giveaways and during spring break. We strive to engage with passengers as best as possible through marketing initiatives such as Mr. and Mrs. Vacation,

National Chocolate Chip Cookie Day, our annual Pumpkin Painting Contest and our Hospitality PAWS program. But after all that, I personally believe that the number-one reason to fly FWA is because this is *your* hometown airport. When you land at FWA, you are only a short distance from your home. It is important to utilize FWA to gain larger aircraft and more nonstop flights. FWA is an economic engine for the region, and the best way to get new routes or additional frequencies on existing routes is for the region to use their hometown airport for their air travel needs.

**5 As an airport administrator, you undoubtedly spend more time in the air than most. Aside from FWA, what's your favorite U.S. airport and why?**

Is there really an airport that compares to the convenience of FWA? OK, really, being in the airport industry, I don't have a favorite airport other than FWA. I will say, any airport that is well designed to efficiently flow traffic, well maintained, high degree of cleanliness and offers the amenities that the users desire gets a grade A as a consumer.

FWA has direct service to 12 different communities and really, about one stop for anywhere in the world. Airport staff works hard with airlines to offer the service or route destinations that northeast Indiana has the capacity to support.

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# NewAllen Alliance named Stellar

## Projects garner \$5.8 million, state recognition

**NIKI KELLY**  
*The Journal Gazette*

INDIANAPOLIS — The NewAllen Alliance won the state's Stellar Communities designation Tuesday — along with millions to aid the regional strategy.

"We were thrilled with their project. They were much

more advanced than other areas in the state because they had been working together for years," Lt. Gov. Suzanne Crouch said. "They are all about generational change and improving livability and making it more attractive."

She added that the group — which comprises Leo-Cedarville, Grabill, Harlan,

Woodburn, New Haven, Monroeville and Hoagland — recognized the strength of Fort Wayne's Regional Cities effort and sought to complement it through their "East Allen Rural Revival" plan.

"Excited with three exclamation points," said Kent Castleman, NewAllen board president.

"It's awesome to see a vision come together and be embraced by all. Four years of really honing in on the planning and lots of lots of meeting. ... It's great to be recognized."

The Office of Community and Rural Affairs announced winners of the Stellar Communities program, which encourages Hoosier communities to work toward comprehensive regional planning.

Each region's leadership team recently presented an executive summary of their Regional Development Plan to OCRA and the state Stellar partner agencies.

This plan is a four-year comprehensive community revitalization strategy that identifies projects, an implementation schedule, cost, funding resources and the significance of each project to the community.

The Stellar Communities program will provide about \$5.8 million of the \$17 million for projects in the NewAllen Alliance, according to the application.

The group has already identified \$2.2 million in local matching leverage funds and \$8.8 million in private investment via a tax credit to a developer.

**Award, Page 4A**

## AWARD

Continued from Page 1A

NewAllen's list of proposed projects includes:

- Streetscape improvements in Grabill, Leo-Cedarville and Woodburn
- East Allen County Owner-Occupied Rehabilitation program for assistance to homeowners who want to fix up their houses
- Improvement of Forest Street sidewalks in Monroeville and Woodburn
- Monroe Street corridor improvements in Monroeville
- New Haven/Adams Township Community Center Park development
- New Haven Meadowbrook Trail
- Development of Katy Gene Cove low-income senior housing tax-credit project in New Haven
- Healthy Eating Active Living project to address obesity

An additional 29 complementary projects with other funding worth \$47.7 million are also part of the plan, which is worth more than \$64 million.

The other winner was Health and Heritage – comprised of the city of Greenfield, the town of Fortville and Hancock County in central Indiana.

"The respective regions worked diligently together, which was evident in the delivery of each presentation," said Jodi Golden, executive director of OCRA. "I'd like to applaud the hard work, collaboration and commitment from the five finalists this year and I look forward to seeing their plans be put into action."

Through the annual designation, the Stellar Communities Program helps communities by using previous planning efforts, leveraging existing assets, fostering regional investments and stimulating continued growth.

"This designation will exponentially aid the economic development of east Allen County, especially the seven communities involved with the East Allen Alliance," said Rep. Dave Heine, R-Fort Wayne.

Castleman said the designation sets aside the money for the projects to submit individually depending on the municipality involved. January will be spent fine-tuning and then presenting the projects in more detail in February to state agencies involved.

The state's lieutenant governor said she recently visited the Healthy Eating Active Living project and was impressed by the vision and the tasty food.

"They are trying to encourage healthy eating habits, nutrition," Crouch said.

"They are going into food desert areas and setting up that program to ensure all Hoosiers have an equal opportunity to nutrition."

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# City touts fixes made to streets, alleyways

## Lima Valley an example of neighborhood investments

**DAVE GONG**

*The Journal Gazette*

As a blustery December wind breezed through a north-side neighborhood, Mayor Tom Henry was joined Wednesday by area residents and city Public Works employees to celebrate the year's road improvement accomplishments.

"We've dedicated ourselves to improving infrastructure in the city of Fort Wayne over the last several years,"

Henry said during a news conference in the Lima Valley neighborhood. "We've spent over \$130 million over the past five years to keep that promise."

From March to June, Lima Valley received street repairs on 11 streets, including sidewalk and curb improvements. There are 176 homes in the neighborhood.

"The streets were in really, really bad shape prior to resurfacing. They started in early March and were completed by late June," said Steve Romine, president of the Lima Valley Neighborhood Association. "It really worked out well, I think everyone's happy with them. They took care of all the trip spots in the sidewalks so we can walk around now without worrying about tripping and falling."

Major construction projects were completed in neighborhoods including North Franke Park, Pine Valley and the Windrift Association. Henry said this year city crews worked on nearly 500 projects in more than 200 neighborhoods. The total investment for 2018 totaled about \$31 million.

Projects also included improvements

### AT A GLANCE

2018 street improvements by the numbers:

- Asphalt resurfacing – 41 miles
- Concrete reconstruction – 4.3 miles
- Chip and seal street improvements – 11.6 miles
- Concrete sidewalk construction and repair – 13.5 miles
- Concrete curb repair and install – 16.4 miles
- Trails – 5.1 miles
- Alley resurfacing – 3.3 miles

## STREETS

Continued from Page 1C

along Ardmore Avenue, Brooklyn Avenue, Calhoun Street, Creighton Avenue, Jefferson Boulevard and North Anthony Boulevard. Sidewalks were repaired or added along St. Joe Center Road, Bluffton Road, Winchester Road and Old Decatur Road. More than three miles of alley reconstruction was also performed.

City Councilman Tom Didier, R-3rd, who represents the Lima Valley area, said the scope of work put into neighborhood streets in recent years is monumental.

"We're just really making a constant dedication to the community, the neighborhoods, the infrastructure," Didier said. "I drove through

Lima Valley over the last 15 years as a city councilman and I can tell you this is a very, very nice street now. These are the types of projects we're going to continue to keep doing over the next four, six, eight years. It's vitally important for the community that we correct the infrastructure that's outdated and needs upgraded."

Improvements will continue through 2019, including Maplecrest Road from State Boulevard to Trier Road and neighborhood projects in Woodhurst, Aboite Meadows and Hillsboro. Reed Road and Hessen Cassell will see new sidewalk improvements and new trails will be installed along Hanna Street and Beckett's Run.

A full list of 2019 projects will be released next spring. [dgong@jg.net](mailto:dgong@jg.net)

# City lists parks plans, costs

## Foster pavilion, link to Embassy among new projects

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

The Fort Wayne Parks and Recreation Department plans to spend \$2.2 million next year on new improvements and continue projects worth more than \$20.7 million.

Department officials and Mayor Tom Henry highlighted plans

during a news conference Tuesday morning at Foellinger-Freimann Botanical Conservatory.

About \$19.1 million of the \$20.7 million will go to continuing Promenade Park construction for the riverfront. Included among the new projects are a long-awaited indoor connector from the conservatory to Embassy Theatre next door

and a refurbishing of deteriorating Pavilion 3 in Foster Park.

The \$650,000 connection to the Embassy stairwell tower would enable patrons to walk not only to the theater but also to Grand Wayne Center and downtown hotels in inclement weather without going outdoors, the mayor said.

He called the project "dear to

my heart."

Steve McDaniel, director of the Fort Wayne Parks and Recreation Department, said the project is set to begin in the spring and should be finished by the end of October.

The Foster Park project would put a new roof on the pavilion and renovate masonry and wood columns, while also creating a path to the nearby Rivergreenway

**Parks, Page 4A**

## PARKS

Continued from Page 1A

McDaniel said.

The pavilion was No. 1 on the 2018 endangered list issued in May by ARCH, the city's nonprofit historic architecture preservation group.

"Foster Park Pavilion 3 is a Park-Rustic structure and has been an endangered resource for many years," ARCH nominators noted.

"We want to bring the luster back to it and the use back to it," McDaniel told *The Journal Gazette* after the news conference.

The cost, including kitchen and lighting upgrades, is listed at \$400,000, with the completion date expected to be next December.

Among the proposed 2019 projects are a new rubberized roof at Weisser Park Youth Center for \$225,000 and a new restroom building and sidewalk and playground improvements at Johnny Appleseed Park for \$198,000.

Salomon Park's historic homestead improvements, at \$400,000, will continue in 2019. Paving and drainage improvements for \$178,000 will start next year as well.

Other new projects for 2019 are a new roof on Conklin Pavilion at Shoaff Park (\$110,000); a safety turf surface for the Memorial Park playground (\$59,700); pool equipment replacement at McMillen and Memorial parks (\$108,000); shade structures and visual enhancements at McMillen and Northside parks (\$52,500); and a new playground for ages 5 to 12 and sidewalk accessibility at Waynedale Gardens (\$40,000).

Also planned for next year are golf cart paths' reconstruction at Foster Park (\$105,000) and multipurpose flooring replacement at the Community Center (\$78,000). The golf cart paths continue a \$159,900 project from this year.

Other continuing improvements include riparian landscaping at Bloomingdale Park (\$300,000) and work on a master plan for Franke Park (\$72,500).

At the news conference, Henry said the number of parks and Fort Wayne residents' commitments to maintaining them contribute to the city's quality of place.

"That's what's selling Fort Wayne," Henry said.  
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## Eastbound lanes on Dupont reopen

Drivers should notice better traffic flow this week on Dupont Road, which has undergone a \$12.1 million overhaul, city officials said Tuesday.

Two eastbound lanes of traffic will open today, the city said.

The improvements will enhance safety for motorists, bicyclists and pedestrians between Lima and Coldwater roads. Dupont has been expanded to four lanes with a turn lane, and the road now has a sidewalk on the north side and a trail on the south side.

An underpass will connect the Pufferbelly Trail from Salomon Farm Park to the existing trail north of Dupont Road.

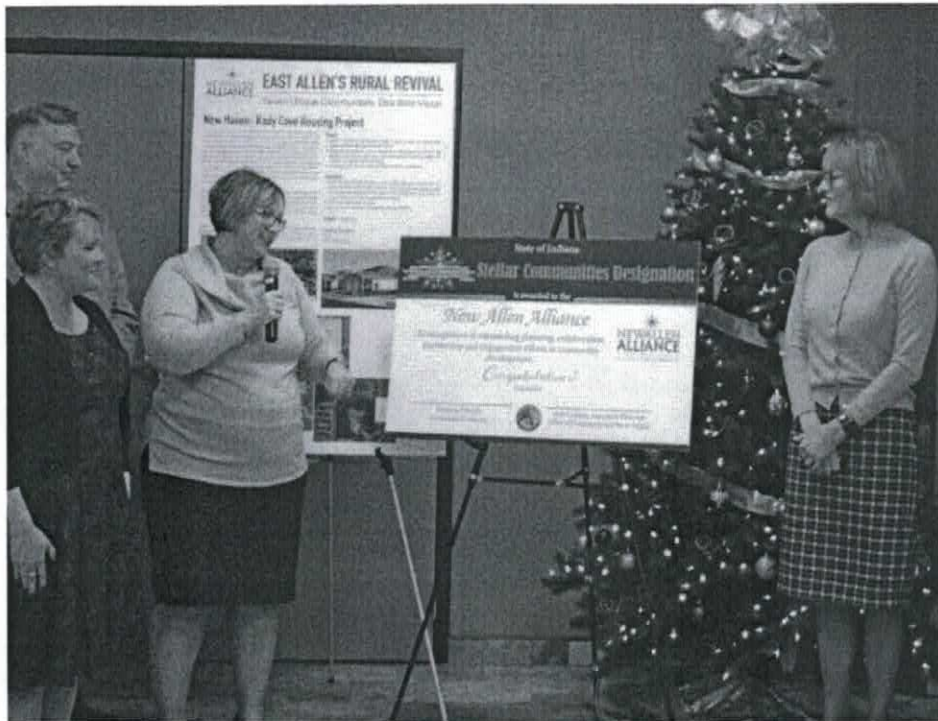
Up to 25,000 vehicles use this stretch of road each day, city officials said.

Lighting, landscaping, trail, sidewalk and road work on the two-year Dupont project will be completed by June.

Weekly updates are available at [www.cityoffortwayne.org/dupont](http://www.cityoffortwayne.org/dupont).

# News~Sentinel

## East Allen County celebrates designation by throwing a 'Stellar' party



Lt. Gov. Sue Crouch, right, and Indiana Office of Community & Rural Affairs Executive Director Jodi Golden, left, unveil the poster designating east Allen County a "stellar community" making the area eligible for millions of state dollars for various improvement projects. New Haven Mayor Terry McDonald looks on at left. (News-Sentinel.com photo by Kevin Leininger)

It was a "Stellar-bration" in New Haven Wednesday as about 100 people gathered at the Community Center to revel in the recent announcement that eastern Allen County has been named an "Indiana Regional Stellar Community."

The designation, announced by the state Dec. 11, means a \$64 million capital improvement plan submitted by the New Allen Alliance on behalf of New Haven and six smaller communities will qualify for millions of dollars in state matching funds, including \$4.5 million in Community Development block grants, \$2 million in federal rural transportation funds, \$35,000 in rural health funds and up to \$800,000 in affordable housing tax credits.

Lt. Gov. Sue Crouch told the communities' representatives they should "Pat yourselves on the back for working together." Such collaboration, she said, was precisely the outcome the program was intended to produce.

More than \$17 million in projects could be supported by the state funds, with the remaining \$47 million considered complementary to the Stellar request. Stellar projects include upgrades to downtowns, trails and parks.

"This is an exciting time, absolutely amazing," said Kent Castleman, Alliance President Kent Castleman. "It's awesome. Twenty-seven years later (after the group's creation), our founders would be proud."

Stellar projects have also received funding from the Fort Wayne-Allen County Capital Improvement Board, Allen County government, local communities, private contribution and other sources.

# State, local officials laud NewAllen's Stellar win

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

East Allen County leaders say 2019 will be the year when residents will start seeing things happen because of the region's Dec. 10 designation as one of two winners in Indiana's 2018 Stellar Communities program.

Wednesday, about 120 people basked in the accomplishment at the New Haven Community Center. Millions of dollars will flow to seven small East Allen communities because of the award.

The Stellarbration, as the event was dubbed, came with a visit for a formal presentation from Lt. Gov. Suzanne Crouch, who has promoted the annual competition through Indiana's Office of Community and Rural Affairs.

The event included congratulations for community leaders who helped with the initiative spearheaded by the NewAllen Alliance.

"You've achieved great success, and you are going to serve as a model to other areas of the state that they too can achieve success if they work together," Crouch said.

She was just one of several speakers who commended the region's teamwork.

State Rep. Matt Lehman,



Michelle Davies | The Journal Gazette

**Lt. Gov. Suzanne Crouch speaks Wednesday morning at the New Haven Community Center as part of the celebration of the NewAllen Alliance designation as an Indiana Stellar community.**

R-Berne, said the area's mindset has changed dramatically since he first began to urge communities to think collaboratively.

"It was all territorial (then)," he said. "Locally, it's exciting to see what's going to happen" as a result of the designation.

New Haven Mayor Terry McDonald said teamwork has led that community a long way since the

economic blows represented by the closing of International Harvester and other industries.

"Truly, we have been survivors. Look at us. We are thriving. We are successful, and we are going to continue to be thriving because we know how to work together," he said.

**Stellar, Page 3C**

# STELLAR

Continued from Page 1C

The Stellar Communities competition encourages regional planning and state investment to leverage dollars for local improvements.

The competition brings to-

gether several state agencies that provide a combination of grants, loans and tax credits.

NewAllen's East Allen Rural Revival Development Plan contained \$64 million in proposed projects, with \$17 million to be aided directly by the competition. About \$5.8 million in direct funding will come from the win.

Projects must be finished by 2021. The other winner was the Health and Heritage entry, composed of the city of Greenfield, the town of Fortville and Hancock County in central Indiana.

Mike Clendenen, superintendent of the New Haven-Adams Township Parks and Recreation Department, told The Journal Gazette that proposed improvements to the community center will start early next year.

First on the agenda will be construction of a trail through the Meadowbrook neighborhood, he said.

Completed by 2021 are men's and women's locker rooms and outdoor restrooms, sand volleyball and basketball courts, an inclusive-of-disabilities playground and an outdoor pickle ball area.

"It's very good timing for us," he said of the win. "A lot of what we proposed we already had designed for phase 1 of the community center, but we were a little behind on funds."

"I think the excitement because of this is going to ... drive phase 2 of the community center and continue on."

Woodburn Mayor Joe

Kelsey said extending street-scape improvements and sidewalks are on the agenda for that community.

"I think once we do these projects, it's going to snowball into other projects," he said. "It's going to start the process of new businesses coming in."

Ashlee Fiandaca, Leo-Cedarville manager, said a street-scape plan and new trail project to connect six parks – two in Leo-Cedarville, two in Grabill, Allen County's Metea Park and Hurshtown Reservoir – are a major upgrade.

Residents and leaders alike are "going to be very happy," she said, adding the \$750,000 Cedar Creek Park Trail also provides safety for students who can use it to walk to two of the communities' schools.

Kent Castleman, NewAllen's board president, told the gathering that by getting the win after four years of planning, "We're doing our founders proud."

NewAllen was founded in 1991 with the aim of uniting the region's leaders, he said.

"We are working together," he said. "And it's awesome!"

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# Decatur halfway to park's fund goal

\$500,000 raised,  
often in offbeat ways

**CHARLOTTE STEFANSKI**

*The Journal Gazette*

The city of Decatur has raised just over \$500,000 through community donations for the Hanna Nuttman Park project, reaching half of its \$1 million goal.

In May, a Capital Campaign was opened to the Decatur community, with the goal of raising \$1 million out of the project's total \$2.3 million.

Instead of traditional donations, Melissa Norby, director of community development, said the community has contributed in unique ways.

"It's been interesting to see how the community has said, 'I'm not just going to give. I want to figure out a different and creative way to make my donation fun and give back to the community,'" Norby said.

This month, two Decatur residents created opportunities for the public to help.

Mind's Eye Graphics Inc., a contract apparel decorator, created an online shop with Hanna Nuttman Park products, such as a T-shirt and fleece sweatshirt.

The store donated \$10 for every garment purchased, raising \$430 for the project.

"We're going out to those people who are currently playing ball or those people who have fond memories of playing ball in the past, for another million dollars," Greg Kitson, founder and president of Mind's Eye, said. "That's quite a Capital Campaign for a community of 9,500 people. We're asking people to dig deep and support this project."

The online store will be open through Jan. 13, 2019, and will re-open in the spring once baseball season begins.

Karla Barger, a lifelong Decatur resident, took her quilting hobby to the next level and donated 23 hand-made quilts to the city, with sales going to the project.

The quilts have been made in the last three years, and Barger has been waiting for a wedding, birthday or cause she cares deeply about to give them to.

The quilts were on display in City Hall for the month of December. Six were sold, which amounted to \$1800.

"Donating these quilts to this project was a perfect way for me to support this community," Barger said. "I have two grandsons, and I hope to watch them play in the new park someday."

Barger said the remaining quilts will be on display again along with some new ones in the future.

The park project will revamp the baseball and softball diamonds into a complex featuring improved fields, centralized concession stands and restrooms, and more accessible and safer parking.

The city hopes to start construction by fall 2019.

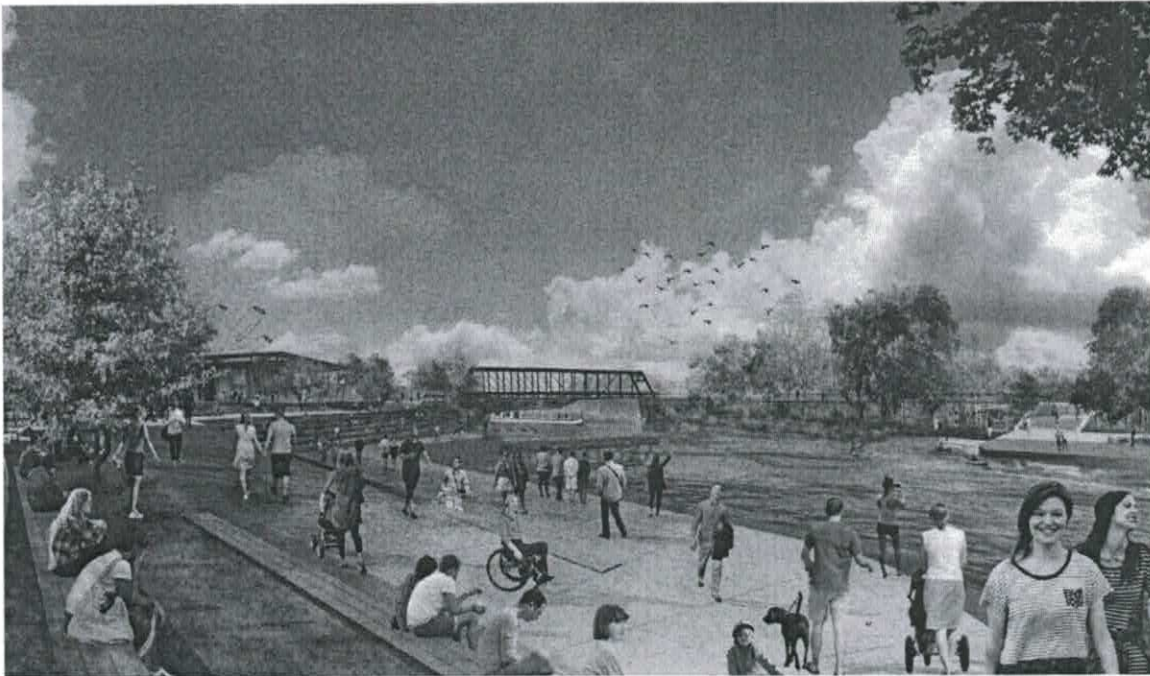
"We have a saying with our capital campaign. 'It takes teamwork to build a community,'" Norby said. "We truly believe that. We're not going to be able to get to that million dollars without the support of our community."

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# News~Sentinel

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## **Jan. 10 public meeting will explore next phases of riverfront development**



Promenade Park highlights the first phase of riverfront development. (Courtesy image)

Residents are invited to learn about what's next for Riverfront Fort Wayne during a public meeting set for Thursday, Jan. 10, 2019, from 6 p.m. to 8 p.m. at the Grand Wayne Center's Anthony Wayne Ballroom.

The meeting will focus on progress being made on phases II and III of Riverfront Fort Wayne, which will deliver a comprehensive riverfront neighborhood master plan, analysis and recommendations for infrastructure to serve new private development and manage the floodway, and schematic designs and construction documents for further public improvements along the rivers' edge. Residents will have an opportunity to provide their input during interactive planning exercises.

Residents will also learn about the progress on Promenade Park, due to open this summer. Snacks will be served and those in attendance will have an opportunity to win tickets to Riverfront Fort Wayne's Winter Cozy, scheduled for Jan. 26 at Headwaters Park West.

Representatives from DAVID RUBIN Land Collective, the landscape architecture and urban design firm contracted to lead Phases II and III of Riverfront Fort Wayne, will lead the public input meeting and will use the input to ensure they design a riverfront experience that reflects the vision of local residents. The firm has completed or is working on designs for waterfront districts in Wilmington, DE; Allentown, PA; Bala Cynwyd, PA; Westfield, IN; Columbus, IN; Muncie, IN; Indianapolis; and the Cayman Islands. Other members of the implementation team include: Agency Landscape + Planning, Beyer Blinder Belle, HR & A, Bruce Mau Design, One Lucky Guitar, Christopher B. Burke Engineering (CBBEL), DLZ, CE Solutions, MSKTD & Associates, Wilson Consulting, and Dharam Consulting.

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Local News

## **Opening of Hadley Road intersection with Bass delayed again**

**By:**

WANE Staff Reports ()

Updated: Jan 02, 2019 11:46 AM EST

*File*

*Pho*

FORT WAYNE, Ind. (WANE) - The intersection of Bass and Hadley that has been closed for construction of a roundabout is now scheduled to reopen to traffic on February 8, 2019 at 5 p.m.

The roundabout construction has also has meant the closure of Yellow River Road at Bass.

According to the Allen County Highway Department, Norfolk Southern still needs to sign off on the project since the roundabout includes a section of railway.

The closure has been in effect since July and the roundabout had been expected to be open to traffic in December and was then scheduled to reopen January 5.

The project is part of a years-long, 4-phase makeover of 4.5 miles of Bass Road, from Scott Road to Hillegas Road.

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# News~Sentinel

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## **Lane restrictions coming to I-469**



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Bridge maintenance will result in overnight lane restrictions on Interstate 469 in both directions between mile marker 29 to 31 in Fort Wayne.

Beginning on or after Tuesday, Jan. 8, the left lane and left shoulder are scheduled be closed while contractors perform maintenance on the I-469 bridge over St. Joe Road. Between 8 p.m. and 7 a.m., drivers should watch for lane restrictions, stopped traffic and trucks entering and exiting the work zone. The Indiana Department of Transportation reminds drivers to use caution and consider worker safety when driving through any active construction zone.

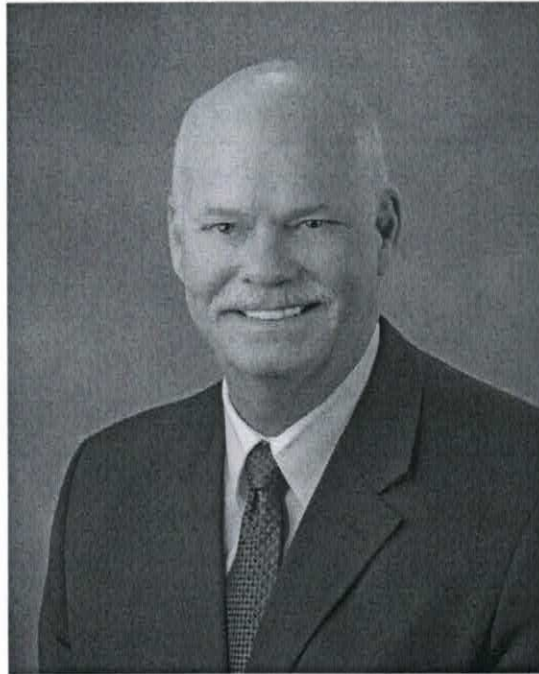
The lane restrictions will remain in place until late January, weather permitting. The contract was awarded to R.L. McCoy for \$1.2 million and includes the repair of various structures and roadways throughout the Fort Wayne District.

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# News~Sentinel

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## **Nelson Peters to lead Allen County Commissioners in 2019**



Nelson Peters

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Nelson Peters will serve as president of the three-member Allen County Board of Commissioners for 2019.

Also at its annual organizational meeting Friday, Therese Brown was elected vice president and Rich Beck, who succeeded longtime Commissioner Linda Bloom Jan. 1, was elected secretary. The commissioners, all Republicans, serve as the executive and legislative branches of county government.

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# Commissioners take place on county boards

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

The Allen County commissioners Friday reorganized for 2019 and welcomed as a member Republican Rich Beck, elected in November.

Republican Nelson Peters, serving his fourth term as 1st District representative, retook the position as president from Republican Therese Brown, who was elected vice president.

Brown is serving her third term representing the 2nd District.

Beck was elected secretary of the three-member board.

The commissioners also made appointments of themselves and other residents to various boards and commissions.

Peters will serve on the Allen County Emergency Management Advisory Board, the Allen County Public Records Commission, the Northeast Indiana Regional Part-

nership, the Northeast Indiana Innovation Center, the Allen County Community Corrections Advisory Board and Visit Fort Wayne.

Beck was named commissioners' representative to the Allen County Plan Commission, replacing Brown. He also was appointed to the Downtown Improvement District, the Consolidated Communications Partnership and the Regional Opportunities Council.

Beck will continue to serve on

the Allen County Redevelopment Commission, where he has served as president. During the commission's meeting Tuesday, officers will be elected and replacements will be named for the panel's Allen County Council representative and for longtime member Steve Bercot, who retired.

Beck said he decided to stay on the commission because he didn't want more disruption in the membership of the body.

Larry Brown is expected to be nominated to take County Council representative Tom Harris' place, and Jill Kinder is expected to be nominated to replace Bercot, Beck said.

Therese Brown will serve on the Urban Transportation Advisory Board, the Allen County Child Care Facilities Board, Allen County Community Corrections Advi-

**County, Page 3C**

## COUNTY

Continued from Page 1C

sory Board and Greater Fort Wayne.

The following residents were named to the following bodies:

■ Allen County Capital Improvement Board: Lisa Starks

■ Allen County Building Department Board: Jim Bushy, Eric Strebis

■ Allen County Child Care Facilities Board: Sam Diprimio, Guy Griffith, Jeff Schumacher, Trina Riecke

■ Allen County Community Corrections Advisory Board: Jessica Crozer, Larry Brown

■ Allen County Ethics Commission: Rena Black

■ Allen County Plan

Commission: John Henry

■ Allen County Redevelopment Commission: Kurt Gutman, Chris Baker (advisory)

■ Allen County Regional Sewer District: Tim Roy

■ Allen County Board of Health: Dr. Tom Dykstra

■ New Haven Plan Commission: Jon Stauffer

■ Northeast Indiana Regional Coordinating Council: Chris Cloud, William Hartman

■ Property Tax Assessment Board of Appeals: Daniel Kruse, Matthew Griffin, Todd Jordan

■ Allen County Parks and Recreation Board: Carrie Gutman

■ Alcohol Beverage Commission: Pat Pasterick

■ Allen County Economic Development Commission: Nathan Hartman, Kurt Gut-

man, Mark Hager

■ Three Rivers Ambulance Authority: Brian Matthieson, Bernie Beier

■ Community Mental Health Center: Beth Lock

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## ROAD SAGE

# County set to spend \$8 million on roads

DAVE GONG

*The Journal Gazette*

The Allen County Highway Department will spend nearly \$8 million on road improvements this year.

According to figures provided by the department, highway crews will do 6 miles of gravel road conversions, 63 miles of chip-and-seal work, 44 miles of asphalt resurfacing and 0.7 mile of concrete this year. The highway department will also spend \$3.5 million on bridges in unincorporated Allen County.

Gravel road conversions involve changing a stone road to chip-and-seal.

One of those major projects is the Ryan Road-Bruick Road reconstruction, said Bill Hartman, county highway director. That project, which received more than \$3 million in federal highway funds, calls for reconstruction of about 1 mile of Ryan Road between Dawkins and Harper roads. The second phase encompasses Ryan Road between Harper Road and U.S. 24.

Highway department staff is working to put together by spring a complete list of projects for 2019, Hartman said.

"We usually wait until winter is over before we solidify the list, because the freeze-thaw cycle can break up a road you don't expect," Hartman said. "We're looking at resurfacing jobs and creating a preliminary list which will be put out around March for bids."



Hartman

One major undertaking expected is the Bass Road reconstruction, Hartman said. In November 2019, the highway department plans to put out for bids a project that covers Bass Road from Clify Parkway to Hillegas Road. Construction will begin in 2020, Hartman said.

"It's going to be quite the undertaking," Hartman said. "In a couple of years we'll head to the west and reconstruct Bass Road out to Scott Road. It's quite a project."

As Hartman looks forward to another year, he took time last week to reflect upon being named the 2018 Outstanding Highway Supervisor of the Year by the Indiana Association of County Commissioners. Hartman received the award in November. He joined the highway department in 1974.

"It was very nice to be recognized," Hartman said. "I've been here 43 years or so and have been part of a lot of interesting projects"

Road Sage, Page 5C

## ROAD SAGE

Continued from Page 1C

throughout the years. It was very nice to be recognized for the service."

### Bridge work

Bridge maintenance will begin Tuesday on Interstate 469 in Allen County, the Indiana Department of Transportation announced last week.

The work will result in overnight lane restrictions on I-469 in both directions between mile markers 29 and 31 within the city of Fort Wayne.

The left lane and shoulder will be

closed during maintenance on the bridge over St. Joe Road.

Between 8 p.m. and 7 a.m., there will be lane restrictions, stopped traffic and trucks entering and exiting the work zone.

Lane restrictions will be in place until late January, weather permitting.

### Reader question

**Q: "What is planned along St. Joe Center Road between St. Joe and Clinton Street? There are recent survey markers along that stretch." – Dan K.**

**A:** The survey markers are there because of utility relocation work that is occurring for an improvement project

that will start this year, Public Works Spokesman Frank Suarez said.

That project will transform St. Joe Center Road into a curbed four-lane road section with improvements at Clinton Street and stormwater and sidewalks on both sides, Suarez said. The project will be bid out this month with construction beginning in late April.

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**Road Sage** is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area and answers selected questions from readers. Submit a question by emailing [roadsage@jg.net](mailto:roadsage@jg.net) or tweeting @JGRoadSage.

## Ribbon-cutting today for new terminal road

**LISA GREEN**

*The Journal Gazette*

Fort Wayne International Airport has completed construction on its new terminal entrance road and will celebrate with a ribbon-cutting at 1:30 p.m. today.

The road provides a new entrance leading to the main terminal building and new entrances for all parking lots, airport officials said in a news release Wednesday.

Construction began April 11 with multiple phases.

The new road features LED lighting, new signage, and an improved cellphone lot for those waiting for arriving passengers.

The new design has all paid parking on the left side of the road and message boards at the lot entrances to notify passengers when the lots are at capacity, the news release said.

With eight years of consecutive passenger growth and plans for future terminal

improvements and expansion, airport officials believe the new road will create better traffic flow for arriving passengers and guests waiting to pick up travelers.

"The new terminal road is another testament to the growth that our airport has been experiencing over the last several years," Fort Wayne International Airport Executive Director Scott Hinderman said in a statement. "Not only does the new terminal entrance road create a more streamlined way for airport passengers and visitors to arrive at the terminal building, it also supports future growth for the airport."

The cost of construction and related changes was not immediately available Wednesday.

Crosby Excavating was the general contractor for all portions of the project, with engineering work done by Passero Associates.

The ribbon-cutting will be at the cellphone lot.

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## Our View

## New Allen Alliance A Stellar Community

Congratulations to the New Allen Alliance, a coalition of communities in east Allen County, which has been designated as an Indiana 2018 Stellar Community.

Indiana Lt. Gov. Suzanne Crouch announced that the New Allen Alliance was one of two regions in Indiana designated to receive \$4.5 million each from the Indiana Office of Community and Rural affairs. The other selection was the Health and Heritage region. Both will receive additional money from the Indiana Department of Transportation, the Indiana State Department of Health and the Indiana Housing and Community Development Authority.

Grabill, Leo-Cedarville, Monroeville, New Haven, Woodburn and Allen County comprise the region designated as the New Allen Alliance. Greenfield, Fortville and Hancock County make up the Health and Heritage region. The two selections were among five 2018 finalists that included Eastern Indiana (town of Liberty, cities of Richmond, Rushville and Union City, and Randolph County); Marshall County Crossroads (towns of Argos, Bremen, Bourbon, Culver, LaPaz and Plymouth and Marshall County); and Mt. Comfort Road Corridor (towns of Cumberland, McCordsville and New Palestine).

The Stellar Communities Program is a multi-year, multi-million dollar investment initiative led by OCRA. The program works with communities in developing regional development plans, promoting local and regional partnerships and increasing economic development.

"Stellar applicants were given a unique task this year, and that was to partner with their neighboring communities to come up with a plan that can benefit a larger range of Hoosiers," Crouch said in the Dec. 11 announcement. "Through this collaboration, brilliant ideas came forth, and I cannot wait to see their plans come to life."

The New Allen Alliance plan that will be implemented through Stellar funding will focus on increasing economic growth while also developing the quality of place in their area.

"So many times, plans lay on a shelf and struggle to be implemented in small communities with little staff and financial resources," New Allen Board Chairman Kent Castleman said in a statement earlier last year. "This Stellar Designation brings the talent and resources of the small communities, many of whom are volunteers, together with county, state and federal resources for a bigger impact."

The designations of Stellar programs are awarded annually "to provide resources for transformative quality of place community improvements by using previous planning efforts, leveraging existing assets, fostering regional investments and stimulating continued growth," according to the OCRA website.

More information about the program can be found online at [in.gov/ocra/stellar](http://in.gov/ocra/stellar), including details about the 2019 Stellar Communities Program, which were released this week. Indiana's OCRA announced Monday that it is now accepting letters of intent for the Stellar Communities Program from other interested communities. Letters of Intent are due by April 5 at 4 p.m.

The value of the program goes beyond just the communities who receive the funding through their selections. Each region benefits by going through the process of preparing a regional development plan.

"These plans are the representation of partnerships and collaborations strengthened through core values, shared vision and proactive planning," said OCRA Executive Director Jodi Golden.

To see the New Allen Alliance's comprehensive plan, go online to <https://www.in.gov/ocra/stellar.htm> and click on the New Allen Alliance link to its PDF.

# Main Street bike storage units sought

## Greenway next to ex-truck terminal

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

An eyesore in Fort Wayne's Nebraska neighborhood just west of downtown may soon get a makeover, according to documents filed for consideration by the Fort Wayne Plan Commission.

The property at 1130 W. Main St., formerly a trucking terminal and a recycling business, is the subject of a new plan from a Fort Wayne real estate investor who wants to convert the site into a personal storage complex.

The facility would have an unusual feature — two small buildings with individual lockers where people could store bicycles for use in downtown touring or riding on the Rivergreenway, which runs along the property's eastern edge.

"I know a storage facility isn't the most glamorous use, but it's feasible and it's needed," said Brooks V. Ford, who filed the application for approval of a primary development plan with two waivers of setback standards and a request for an alternative landscaping plan.

Ford, who is also working on a storage facility on a former go-kart track on Decatur Road near Bishop Luers High School, said he knows redevelopment of the property will face several hurdles.

Environmental issues preclude residential development of the 1.5-acre site on the north side of Main Street, he said. The former recycling facility on the property is subject to restrictions from the Indiana Department of Environmental Management, Ford said.

The building also was condemned after a complaint in February. John Caywood, building department director, said the structure was unsound because interior columns had been damaged and not repaired or replaced.

He said the scope of work needed likely would exceed the value of the structure.

Ford said plans are to turn the existing building — about 30,000 square feet — into two-story, climate-controlled storage units and add a wing. Three other buildings are also planned. The site would contain 350 to 375 climate-controlled and nonclimate-controlled units, he said.

"The reason we picked that site is that there's not a lot of competition in that area and people want storage to be within a mile or two of areas where they live or work," he said. Also, the site is already zoned appropriately for the use so no rezoning will be required, he said.

He expects demand from downsizers and people living in the proliferating number of small downtown apartments.

Ford said the idea for the bike lockers came from his experience with his family, which includes young children. He said individuals and families from other parts of the city and the suburbs would use the greenway more if they didn't have to load and unload bikes from the car each time they want to ride.

"It's a pain," he said. "If you have a bike locker that's affordable, it's convenient to store bikes where

Main, Page 3C

## MAIN

Continued from Page 1C

you ride.”

Ford is still deciding which style of locker to choose. With the application, he included plans for 40 units in two circular buildings made by Velo-Safe, a British company. But he said he may have units made locally.

A small public parking

area is planned at the property so people can easily access the greenway, Ford said.

He also envisions the site as eventually including a boat or kayak ramp for river access, although he said he's unsure how that would be accomplished.

“My business partner, Chris Suskovich, and I are extremely excited about the opportunity to brighten up the west Main corridor,” Ford said.

Chris Shatto of the Ne-

braska Neighborhood Association, said so far the project is welcome.

“Certainly, from the standpoint of the neighborhood, it sounds better than what we have now,” he said, noting the building has been a target for graffiti and break-ins since becoming vacant last year.

The proposal will have a public hearing at 5:30 p.m. Feb. 11 in Room 35 of Citizens Square.

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# The Journal Gazette

(/)

## JGLOCAL (/NEWS/LOCAL)



Sunday, January 13, 2019 1:00 am

## Road to One Million progress pleases group

SHERRY SLATER | The Journal Gazette

A bit of serendipity could allow the Northeast Indiana Regional Development Authority to meet its unofficial goal of awarding at least one grant to every county in its coalition.

Without it, Wells would have been the only one of 11 counties without a share of the region's \$42 million grant from the state's Regional Cities Initiative.

That loose end aside, authority officials say they're satisfied with the process they pioneered over three years to review and approve more than \$40 million in grants for 24 projects. Total investment for the "transformational" projects, including private funding, amounts to more than \$250 million.

The pending Wells County request – toward an outdoor plaza and pavilion/amphitheater – could become the exclamation point at the end of the Regional Development Authority's odyssey. Or the end of this stage, at least.

RDA members are considering additional ventures the board might tackle, including addressing the region's housing issues.

"We hope to be around for quite awhile," member Gene Donaghy said last week.

## **How we got here**

Northeast Indiana's development authority was formed in 2015 to oversee distribution of a \$42 million grant meant to support projects that would make the region more attractive to newcomers and longtime residents.

The region won the money after economic development officials submitted an ambitious plan with 70 prospective projects totaling \$1.5 billion in total public and private investment. The projects were spread across the 11 member counties: Adams, Allen, DeKalb, Huntington, Kosciusko, LaGrange, Noble, Steuben, Wabash, Wells and Whitley.

But it was up to each projects' backers to develop a final blueprint, line up outside funding, and secure property rights and permits before applying for a grant.

Jason Chamlee, lead developer for The Landing and financing expert for The Model Group, last week described what his Cincinnati firm went through to qualify for funding.

"It was a really positive process, a really helpful process, easy, smooth. It was intuitive," he said during a phone interview. "It went straight to the nuts and bolts of the project."

The required application was "very thorough" and was followed by an in-person presentation to the board, Chamlee said. The authority's requirements for using the money weren't "rigid or dogmatic" and worked well with other funding sources' rules and regulations, he said.

Chamlee was quick to add that just because the board and staff were great to work with and the process was smooth, it doesn't mean the project and the firm behind it weren't thoroughly vetted before approval.

Authors of The Road to One Million, the 200-plus page proposal northeast Indiana officials gave the state, advocated quick approval and funding for projects to build momentum and excitement.

Michael Galbraith, the full-time staff member who assists the volunteer board, sometimes wonders if that was the best approach, however.

If the region won another \$40 million grant, Galbraith said, he might favor freeing up the money in stages – maybe making \$20 million available the first year, followed by two years with \$10 million budgets.

Even so, Galbraith, whose formal title is The Road to One Million director, doesn't regret the RDA board's process and the results, which he described as transformational.

"We kind of wanted to create that sense of urgency and spirit of competition," he said about the early days of soliciting submissions. "It really favored the aggressive projects that really pushed."

But each approval took another chunk of cash from the stash.

Donaghy, one of five board members, shared a surprising reality the group faced as it considered one eye-popping project after another: "Forty-two million dollars goes faster than you would think \$42 million goes."

## **Wells submits funding request**

Despite the authority's encouragement, however, some projects took longer than others to get to the table. That's the case with Wells County.

Donaghy, a lifelong Wells County resident, said rural areas have a harder time raising money because

they have fewer resources to tap, including businesses, residents and nonprofits.

Rules the Indiana Economic Development Corp. established said state money couldn't account for more than 20 percent of any individual project's total cost.

"They needed the 80 percent funding, and they were working very, very hard to get there," Donaghy said of his friends' and neighbors' efforts, which took four years of focused effort.

Bluffton and Ossian officials last week presented their vision for a project known as Grow Wells County. The authority is expected to vote on the application as early as next month.

An outdoor plaza would be created beside the Wells County Courthouse in downtown Bluffton on a lot occupied by a building damaged in a November 2011 fire. The area would include a mural, green space and seating.

A pavilion/amphitheater, with restrooms and a concessions area, would be built in Ossian's Archbold Wilson Park. The revamped 60-acre park also would include a trail, five acres of wildflowers, a playground, an 18-hole disc golf course and a hillside-sitting area for the amphitheater.

The authority can consider the request because some money previously committed wasn't needed.

A stronger-than-anticipated demand for state tax credits meant The Landing's developers didn't need its full \$6.9 million allocation from the RDA. Almost \$2.1 million reverted to the RDA's board, whose members thought their bank account had been fully tapped. The board hasn't considered new project requests in months.

### **Spreading funds across region**

Donaghy, who was elected the board's vice president last week, said the RDA's work has been a careful balancing act.

"I think the real concern was (that) Fort Wayne/Allen County is going to get all the money," he said. "Then again, there are a lot of projects going on (in Fort Wayne) that are regional in nature and will bring people in."

John Sampson, who advises the board and was a principal architect of the Road to One Million submission, tried to avert territorial concerns by forming truly regional leadership.

The authority board comprises members living or working in Adams, DeKalb, Kosciusko, Noble and Wells counties.

Even so, concerns about favoritism came up.

During a July 2016 board meeting, Sampson stressed that the goal was never to fund all 78 projects in the Road to One Million plan. Instead, he said, board members should guide funding decisions by determining which projects would fuel economic growth, spur population growth and create a national brand for the region.

Sampson, president and CEO of the Northeast Indiana Regional Partnership, doesn't have a vote on the board.

At that time, 27 percent of the money already had been awarded. Board members Jeff Turner and Bob Marshall expressed concern at the meeting that the authority would run out of money before every county got at least one project approved.

The issue was settled in favor of Sampson's approach.

The running tally shows 55 percent of funds went to Allen County with the remaining 45 percent shared between the other 10 counties.

Brad Bishop, newly elected board president, was unable to attend last week's meeting. In a follow-up phone interview, he said the economic vitality of Kosciusko County, where he works, depends in large part on the economic conditions in Allen County.

Bishop, who strives to attract orthopedics industry talent to the region, said a thriving Fort Wayne makes his job easier.

Donaghy and Galbraith are also satisfied with the funding distribution breakdown.

Luann Martin, Ossian's town manager, hasn't closely followed the Regional Development Authority's process and decisions and doesn't feel qualified to pass judgment on the board's choices.

The Wells County town with about 3,300 residents doesn't often have projects big enough to qualify for that kind of program, she said. But that recently changed with the dedicated work of several volunteer community leaders that coordinated with Bluffton volunteers to put forth a joint, \$2.1 million project. They asked for about \$425,000 last week during the board's monthly meeting.

Ossian's piece is a combination pavilion/amphitheater for Ossian's Archbold Wilson Park, the culmination of an on-again, off-again dream that began about 15 years ago, Martin said.

As a taxpayer, Martin is happy that some of her money might be invested in her community.

"Everyone is super, super excited," she said. "This is a big deal for us."

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# Outbound passengers up 9th year for airport

Authority to commission  
design to expand terminal

**ROSA SALTER RODRIGUEZ**

*The Journal Gazette*

Fort Wayne International Airport ended 2018 with its ninth consecutive year of growth in outbound passengers – and plans to start expanding the terminal building.

Officials made the announcements Monday, highlighted by the Airport Authority's first board meeting of 2019.

Officials said 2018, with 381,149 outbound passengers, marked the fourth year of record-breaking traffic. The increase over 2017 amounted to nearly 3.5 percent, they said.

Outbound passenger traffic, a standard industry measure, has grown every year since 2010. The airport broke its original traffic record, set in 2000, in 2016, according to an airport news release.

After making several physical improvements to the facility last year, airport officials plan to begin architectural design of a terminal expansion this year.

Construction is planned for 2020, said Scott Hinderman, executive director of airports for the Fort Wayne-Allen County Airport Authority.

**Airport, Page 4A**

## AIRPORTS

Continued from Page 1A

Hinderman said aspects of the "pre-9/11" terminal to be updated include outbound baggage handling, circulation in front of ticket counters and space around the airport's eight gate areas.

"We have eight gates, but it would be difficult to put eight aircraft in front of our eight gates at one time," he said.

Airport officials anticipate starting their search for an architect in upcoming weeks, Hinderman said. The project does not yet have a dollar value associated with it, he said.

Hinderman attributed the record number of passengers to the region's economic health.

"There's a direct correla-

tion between a strong economy and ... utilization of the airport," he said.

But Hinderman noted that the addition of Allegiant flights to Philadelphia International Airport also played a role in boosting traffic. However, he said, all the other airlines that use the airport – American, Delta and United – also experienced traffic upticks.

The airlines have nine destinations where passengers can connect to a wide array of domestic and international flights.

In 2016, the airport had 365,884 departing passengers; up from 359,051 in 2015 and 324,151 in 2014. In 2017, the number was 368,282.

The total number of passengers last year was 797,519.

In 2018, the airport's improvement projects includ-

ed a \$3.35 million terminal entrance road that also connects to all three parking lots, the introduction of a valet parking service and the beginning of a rehabilitation project for Runway 5/23.

Also during Monday's board meeting, Barry Sturges was elected president, Ben Johnston was elected vice president, and Tim Haffner was elected secretary.  
rsalter@jg.net

# Multiple projects best answer on North River site

## DON STEININGER

As the city moves ahead with plans to redevelop North River, the former OmniSource site, there appears to be a desire for a national developer to drop from the sky and propose one massive development for all 29 acres. That appears highly unlikely for several reasons.

First, North Calhoun Street splits the property south of Sixth Street. It needs to be extended north to connect with Putnam Street, just south of the old YWCA campus, which was recently purchased by Wallen Baptist Church.



**Don Steininger** is a Fort Wayne real estate developer and board chair for Headwaters Junction.

lines, which are prohibitively expensive to move and like-

Secondly, there are five different sets of power lines that cross the property.

Four of these are distribution lines and can be vacated or relocated to the border of the property. Unfortunately, the fifth set are transmission

wise split the property.

Many of us in the development community believe that North River is not conducive to a single major development.

Having been involved with plans for Headwaters Junction, a railroad-themed tourist attraction, for the last several years, I believe it is an ideal development for a portion of the property.

Continental Property Group, the only respondent to the city's request for proposals for the North River site, has indicated the property should be developed in four separate parcels – with Headwaters Junction to the

west of Calhoun, a restaurant site on Fourth Street facing the riverfront and housing along Harrison Street.

This would contribute greatly to the success of developing the primary 12 acres between North Calhoun and North Clinton, which is the gateway to downtown.

North River is a part of Phase II of riverfront development and is being overseen by Land Collective in its master planning process. It is my hope that they will have some wonderful ideas and be helpful in moving this important community asset forward.



File

**The North River property, looking west. Science Central is at the lower right.**

## WalletHub: State is 3rd best to drive in

DAVE GONG

*The Journal Gazette*

Indiana is the third best state to drive in, a study by personal finance website WalletHub found.

According to the study, which ranks states on various criteria, Indiana is 10th in rush-hour traffic congestion, 26th in traffic fatality rates, 27th in car theft rates and 16th in repair shops per capita. Indiana also ranks 21st in average gas prices, fourth in auto maintenance costs, eighth in road quality and 15th in car dealerships per capita.

### TOP 10 STATES TO DRIVE IN

- |             |                |
|-------------|----------------|
| 1. Oregon   | 6. N. Carolina |
| 2. Illinois | 7. Georgia     |
| 3. Indiana  | 8. Arkansas    |
| 4. Iowa     | 9. Nebraska    |
| 5. Texas    | 10. Ohio       |

Indiana was topped in the overall ranking by Illinois and Oregon. WalletHub has been working on the study since September and results were released this week.

At eighth in road quality, 29 percent of Indiana's roads are

in poor or mediocre condition, Jill Gonzalez, a WalletHub analyst, said in a statement.

"Overall, Indiana's drivers can rest assured that they have safe, well-maintained roads," Gonzalez said. "This leads to fewer congestions, which is a benefit to people's wallets, as well as their states of mind."

Fort Wayne Mayor Tom Henry said in a statement that improvements to neighborhood infrastructure and the city's transportation system are critical to the city's success.

**Drive, Page 4A**

## DRIVE

Continued from Page 1A

"Over the past five years, we've invested \$130 million in infrastructure enhancements, and we have \$31 mil-

lion planned in additional upgrades for 2019. With support from neighborhoods and City Council, we've been able to make significant progress," Henry said.

"The Public Works Division, which includes the Street Department, should

be commended for their proactive efforts to ensure we're meeting the needs of motorists. It takes a team approach to make a lasting impact," the statement said. "Indiana's high ranking demonstrates a collective commitment and understanding that safe and

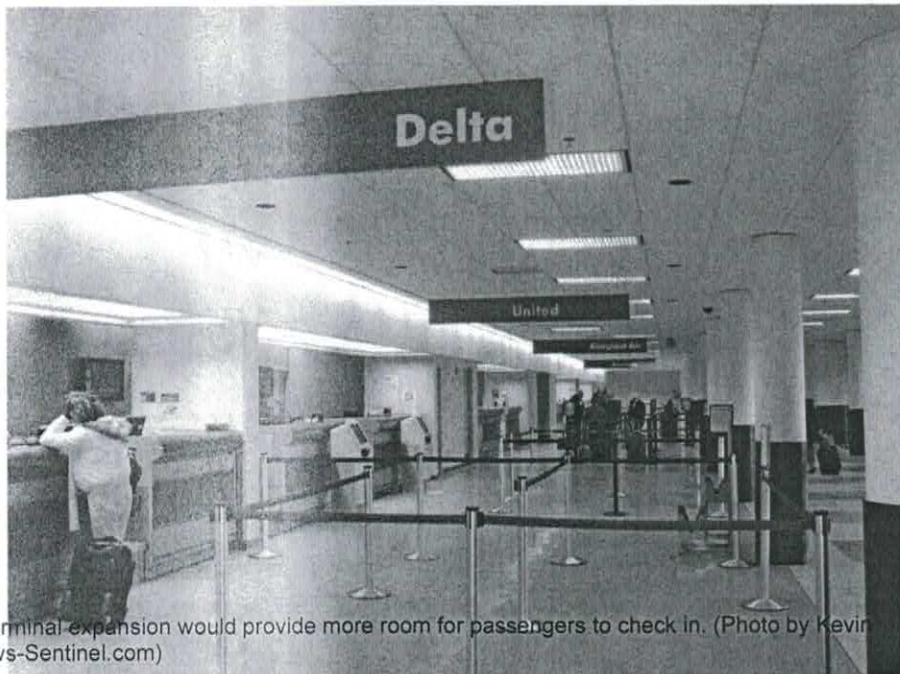
efficient streets and roads help with job growth, private investments, quality of life and strong neighborhoods."

The study can be found at <https://wallethub.com/edu/best-worst-states-to-drive-in/43012>.

[dgong@jg.net](mailto:dgong@jg.net)

# News~Sentinel

## **KEVIN LEININGER: Planned airport terminal upgrades will help Fort Wayne make good first impression**



The proposed terminal expansion would provide more room for passengers to check in. (Photo by Kevin Leininger of News-Sentinel.com)



You don't get a second chance to make a first impression, which is why Scott Hinderman is excited about a planned multimillion-dollar expansion of the increasingly cramped terminal at Fort Wayne International airport.

"Parts of the building date to the 1950s and the last major expansion came in the mid-'90s, and we've had nine straight years of growth," the executive director of the Fort Wayne-Allen County Airport Authority said, referring to a record 381,139 outbound passengers in 2018. A similar number, presumably, also arrived at the city's major airport, and its terminal is struggling to keep up with both the demand and the times.

"If we continue to increase three to six percent (in traffic) annually, that's 40 percent over nine years and we'll run out of space," Hinderman said — reason enough to begin planning a two-phase project that could expand the terminal from its current 100,000 square feet to

around 150,000 square feet. But more space alone won't be enough. Thanks to the ever-evolving aviation industry and the security needed to keep travelers safe, it will have to be the right kind of space.

So although some of the extra elbow room will be useful but fairly mundane — more space for passengers to line up at airline ticket counters, for example — other areas will get more dramatic makeovers. Because smaller propeller-driven plans are fast becoming scarce at Fort Wayne International, its four-bay ground-level loading area will be elevated to the second story, providing room for the enclosed loading ramps needed to service larger jets.

And while the existing luggage-claim area is adequate, the area in which Transportation Security Administration workers screen baggage before it is loaded onto planes is not. A new screening area will be built in what is now open air beneath the main second-floor passenger loading area. Another passenger screening lane is also planned, and that second-floor passenger area will receive a fifth loading bridge by expanding the terminal west.

The terminal's gift shop and restaurant could also see improvements and — for the first time since 9-11 placed the aviation museum in a secure zone accessible only to screened passengers — artifacts telling the story of Fort Wayne's rich air history will be visible to the public by displaying them throughout the terminal, Hinderman said. Ticket counters could also get a facelift, the drop-off area in front of the terminal could get another lane and heating and cooling systems will be modernized.

Costs and plans will begin to come into focus once an architect is selected, and interested firms must submit their qualifications by the end of the month. But with a single enclosed passenger gate costing about \$890,000, the future won't come cheap. Likely funding sources include the Federal Aviation Administration and the airlines, which pay the airport \$8.26 per Fort Wayne passenger, Hinderman said.

That last item creates something of a Catch-22. It long been known that some Fort Wayne residents choose to fly out of Indianapolis or other large Midwestern airports in search of lower fares. If local airlines' cost of doing business in Fort Wayne goes up too much, that exodus could grow.

On the other hand, allowing the terminal to become obsolete is perhaps even less attractive. The changes Hinderman describes will improve its appearance, efficiency and security, in theory reducing the time passengers must spend standing in line.

"This is Fort Wayne, and we aren't going to do anything extravagant. There's no open checkbook," Hinderman said. "The terminal is functional, but it feels like the 1990s. We want people to use their home-town airport."

Although the project is still in its early phases, with work on the first phase possible in 2020, the plan marks a continuation of a positive trend for local aviation and the city as a whole. The airport opened a \$5 million facility for private and corporate plans on the other side of the field three years ago, creating space west of the terminal for growth. Industrial and commercial construction is plentiful near the airport, interest in building a hotel

nearby remains strong and, and I reported in November, the Indiana Air National Guard is studying its future base needs with an eye on attracting more up-to-date aircraft.

Quite a change from the early 1980s, when the airport was still using World War II-era hangars and trucks built when Franklin Roosevelt was president.

“Our new (private aviation) facility makes a great first impression,” Hinderman said. “We want the terminal to make a similar statement.” With interest in Fort Wayne clearly taking wing, it should.

This column is the commentary of the writer and does not necessarily reflect the views or opinions of The News-Sentinel. Email Kevin Leininger at [kleininger@news-sentinel.com](mailto:kleininger@news-sentinel.com) or call him at 461-8355.

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**FORT WAYNE/  
ALLEN COUNTY**

### **CTN names new executive director**

Community Transportation Network is hiring a manager from Greater Fort Wayne Inc. who was been on its board of directors five years as its next executive director.

Justin Clupper will succeed Becky Weimerskirch, who is retiring March 31 after 14 years of leading the organization. Clupper begins the job March 1, according to a news release Wednesday.

Clupper has been part of Greater Fort Wayne, a chamber alliance, since 2013, directing programs including Leadership Fort Wayne and the GFW Fellows. Previously, Clupper spent three years as director of events for the Fort Wayne Museum of Art. He has experience in marketing and fundraising.

"We were blessed to have over 100 applicants, and many people stood out as great candidates to succeed Becky and continue to fulfill our mission and vision;

Justin was our best choice," board chair Mike GeRue said.

Community Transportation Network is a private nonprofit organization that provides transportation for seniors, people with disabilities, low-income families, children and the organizations that serve them.

# Sensing temperature of roads

Technology can help street crews hit problem areas

**CALEB BAUER**  
*South Bend Tribune*

**SOUTH BEND** – During a lull in the dismal weather last month, 23-year-old Bradley Tener points up at a small white contraption strapped to the overhanging traffic signal pole.

“That’s our newest model,” Tener said, explaining the capabilities of the infrared camera that can measure road temperature, air temperature, dew point and humidity.

Originally from the Lake Tahoe area at the northern California-Nevada border, where snow is often measured in feet rather than inches, Tener knows severe winter weather well.

And using a series of infrared cameras at intersections throughout South Bend, he’s hoping to collect data that will help save the city money on de-icing and save lives by improving road treatment during the winter.

It was during his time as an engineering undergraduate at the University of Notre Dame that Tener realized how much of an impact sensors can have on road treatment and de-icing.

“The big thing with road temperatures is that if road temps drop, your salt starts to become less effective,” Tener said. “But cities really don’t have a handle on road temperatures because units are way too expensive.”

Tener said current prices for a Road Weather Information System, or RWIS, can exceed \$20,000 per unit, and in a city the size of South Bend, he estimated that the ideal number of sensors would be about 30.

The infrared cameras are focused on a roughly one-foot circle of pavement immediately below traffic signals, and send information



Associated Press

**Bradley Tener, founder of Frost Control Systems, has installed sensors in South Bend that can detect the temperature of roads.**

on the street’s temperature to applications that city employees and Tener can view on computers and smartphones.

Those high prices have prevented small and mid-sized cities from incorporating road temperature measurement into their winter treatment processes.

“The only time you see units that measure road temperature are on highways and at airports,” Tener said. “And so cities have always been a little bit in the blind on that aspect.”

But the recent Notre Dame graduate’s startup, Frost Control Systems, hopes to change that with sensors that are thousands of dollars cheaper. Beginning in 2017, Tener installed six sensors in South Bend at no cost to the city, in a trial to gauge their effectiveness.

At first, he assembled the housings for the infrared camera sensors in his basement.

Last month, Tener’s startup received \$20,000 from the entrepreneurship nonprofit Elevate Ventures, as part of its “High Potential Startup” grant program, and Tener is in the midst of a \$250,000

round of fundraising from local investors.

Frost Control Systems has trials ongoing not just in South Bend but also in Lincoln, Nebraska; Battle Creek, Michigan; and Wyoming, Michigan.

South Bend Public Works Director Eric Horvath said the new sensors have made a difference for road crews, helping during the late fall to determine when roads needed brine or when the ground temperature was warm enough to melt off snowfall, and aiding in pre-application for colder temperatures when city street crews apply differing combinations of brine and BEET HEET, a beet-based de-icing product.

Before Tener installed the sensors, street crews relied on air temperature readings to determine pretreatment and post-freeze de-icing, Horvath said. But often the road temperature can vary significantly from the air temperatures, depending on sunshine, temperature in previous days and precipitation.

During the extreme cold last month, data from the sensors showed that the road temperature was significantly warmer than the air tem-

perature.

At 8 a.m. Jan. 30, when the air temperature was minus 16 degrees Fahrenheit, the road temperature was minus 7 degrees. By noon, sunshine caused the road temperature to increase to 14 degrees, while the air temperature was still minus 12 degrees.

Now, the network of sensors allows the city to “get a better impact of how those treatments impact the roads and how we can better apply based on that.”

“It’s not merely about saving staff and salt costs,” Horvath said, “it’s also about saving lives and reducing accidents.”

As far as future plans, Tener hopes to see full systems implemented in multiple cities, providing increased data points and insights for street crews. The city plans to continue evaluations of the sensor system, but hasn’t made specific determinations on if additional sensors are needed yet.

As far as his company’s future, Tener plans to keep it located in South Bend.

“We’re based out of South Bend,” Tener said, “and we plan to stay here.”

# Federal funds to aid road project

80% for redo of Fogwell Parkway

**DAVE GONG**

*The Journal Gazette*

Allen County's plans to reconstruct and upgrade a one-mile section of the Fogwell Parkway has received more than \$6.5 million in federal funds.

The total project cost estimate, including engineering, is \$8.9 million. The federal aid will cover 80 percent of the construction and inspection costs. The project is expected to be bid in late 2023.

"It is great to see that both the state and federal governments, through this award, are recognizing the economic impact that improving our roads within this corridor is continuing to have in southwest Allen County and the rest of the northeast Indiana region," Commissioner Nelson Peters said in a statement.

The project plans call for the reconstruction of part of the four-lane road from Lafayette Center Road to Winters Road with new pavement underdrains, curb and gutter, and upgrades to guardrail, signage and drainage.

Heavy truck traffic, including from the nearby General Motors truck assembly plant, have damaged Fogwell Parkway, as have harsh weather and an ineffective underdrain system, county

## FOGWELL

Continued from Page 1C

officials said in a news release Monday.

In its application for funding, the Allen County Highway Department highlighted concerns that the road could become hazardous to drivers if it continues

to deteriorate.

"The Board of Commissioners and the Highway Department are committed to providing and maintaining a safe, efficient and serviceable roadway system for the residents and businesses of Allen County," Bill Hartman, county highway director, said in a statement.

dgong@jg.net

February 11, 2019 (Monday)

**CALL FOR PROJECTS**

The Federal Transit Administration (FTA) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for the FTA human service transportation program known as the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. All projects selected for funding from this FTA program must be derived from this coordinated plan and be competitively selected. The Northeastern Indiana Regional Coordinating Council (NIRCC) has developed a Coordinated Public Transit-Human Services Transportation Plan for Allen County. The Fort Wayne Public Transportation Corporation (dba Citilink) is the designated recipient of the Section 5310 funds for the Fort Wayne Urbanized Area. Therefore, any project(s) selected for funding will require the responsible agency / party to enter into a contractual agreement with Citilink.

NIRCC is currently seeking eligible capital equipment requests for the Fort Wayne Urbanized Area from eligible sub-recipients for the acquisition of equipment to provide specialized transportation to seniors and individuals with disabilities. Eligible capital equipment includes low floor minivans and small/medium/large transit vehicles. NIRCC will select the requests to be funded by the Section 5310 program. The Federal funds cover 80% of each equipment request awarded. Requests will be awarded until the available funding has been depleted. The requested capital equipment must serve the urbanized area and address at least one (1) of the Section 5310 Capital Funding strategies identified in the Coordinated Public Transit Human Services Transportation Plan for Allen County (available at [www.nircc.com](http://www.nircc.com)). All projects must conform to the guidelines established by FTA funding under the Section 5310 program. Projects which do not qualify for Section 5310 Capital funding will be eliminated from consideration.

Eligible recipients of the Section 5310 Funds include: 1) Private non-profit organizations; and 2) Eligible local public bodies (defined as a "municipal corporation" in Indiana Code 36-1-2-10) that either a.) are approved by INDOT to coordinate services for seniors and individuals with disabilities, or b.) certify to INDOT that no non profit corporations are readily available to provide the proposed service.

Those wishing to submit eligible Section 5310 Capital requests MUST request an application package from NIRCC. Applications will only be accepted in the format provided in the application package. A listing of the eligible capital equipment available for request and the project evaluation criteria are provided in the application package. Application package requests MUST be made in writing and directed to Matt Vondran at NIRCC. Please send requests either by e-mail at [Matt.Vondran@co.allen.in.us](mailto:Matt.Vondran@co.allen.in.us) or regular mail through the US Postal Service to Attn: Matt Vondran, NIRCC, 200 East Berry Street, Suite 230, Fort Wayne, IN 46802.

NIRCC must receive project applications no later than 4:00 PM on April 12, 2019. All interested applicants should contact Matt Vondran at NIRCC either by telephone at (260) 449-7903 or by e-mail at [Matt.Vondran@co.allen.in.us](mailto:Matt.Vondran@co.allen.in.us) regarding any questions and to discuss potential requests prior to submitting an application.

This notice is also to inform all public and private transit and paratransit providers operating within the Fort Wayne Urbanized Area that NIRCC intends to award Section 5310 Funds to private non-profit organizations and/or eligible local public bodies providing specialized transportation to seniors and individuals with disabilities. If you wish to comment or want additional information regarding this intent or process, NIRCC must receive your written requests no later than February 22, 2019 to the address listed above.

# Promenade on schedule to open in June

## Trubble wins concessions contract

**DAVE GONG**

*The Journal Gazette*

Construction on Promenade Park along Fort Wayne's downtown riverfront is on track despite setbacks caused by recent harsh weather.

"We lost about a week when temperatures were below zero, but we were able to work inside the pavilion," Steve Schuhmacher, the city's deputy director of parks, told the Parks Board on Friday.

Work remains on the dock, Schuhmacher said, which is currently under water. However, those delays are not expected to affect the project's overall completion date. The total project cost is about \$20 million.

"We're hopeful in the next week or so the water comes down," Schuhmacher said.

Crews are working on installing concrete, adding mechanics for future water features and pouring seawalls, Schuhmacher said. Work has also begun on the Sweetwater Band Shell. Renovation work began on the Harrison Street bridge last week.

Construction began on Promenade Park in July 2017 as the first

of three phases to develop the riverfront.

Funding for the park came from city funds, private donations, the Fort Wayne Legacy Fund, the Park Foundation and the Indiana Regional Cities Initiative.

Philadelphia-based David Rubin Land Collective is working on design and planning work for phases 2 and 3 of riverfront development.

Promenade Park is expected to open June 21, with three days of celebrations.

The board approved a lease agreement with Trubble Brewing for dining operations at Promenade Park.

Trubble Brewing, under the name Trubble Riverside, will manage the Trubble Riverside Cafe and Tap in the Park Foundation Pavilion inside Promenade Park.

The community is invited to Trubble Brewing, 2725 Broadway, on Feb. 23 from 6 p.m. to close for a Promenade celebration with champagne, a Trubble Riverside menu preview, drawings and photos of the new space.

More information is available at [TrubbleBrewing.com](http://TrubbleBrewing.com).  
[dgong@jg.net](mailto:dgong@jg.net)

**FORT WAYNE/  
ALLEN COUNTY**

**Utility work to  
slow down I-469**

Drivers can expect rolling slowdowns and temporary closures on Interstate 469 in Allen County overnight Saturday, weather permitting, to allow utility contractors to work over the highway.

The slowdowns will take place on between mile markers 17 and 21 from 9 p.m. today to 6 a.m. Sunday with the help of law enforcement.

The operation will also require the temporary closure of ramps on Minnich Road to I-469 northbound and U.S. 30 to I-469 northbound.

Additional lane restrictions and temporary closures are planned on U.S. 24, in both directions, between Linden and Bruick roads, to allow utility contractors to stage their vehicles before and during the operation.

The slowdowns, which will take motorists down to about 10 mph, will create voids for workers' safety. Drivers should be aware of slowed or stopped traffic and should not go past law enforcement until after they have cleared the travel lane.

# News~Sentinel

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## **Better parking, more activities would bring more people downtown, study finds**



Downtown Fort Wayne is generally viewed favorably, but more convenient parking would help draw more people to the area, according to a new study. (Photo courtesy city of Fort Wayne)

What would make people want to visit downtown Fort Wayne more often? A new survey answers that question and will shape future marketing efforts designed to do just that.

Released in the same week city officials announced the demise of a \$62 million downtown project that included a 1,000-space garage, the online survey of 400 Allen County residents 18 and older found that 68 percent of the people already coming downtown named convenient parking as the thing that would most encourage them to visit the area more often. Half of that group cited less-expensive parking, while 48 percent said more events and festivals would bring them downtown with greater regularity.

The poll was conducted on behalf of the Downtown Improvement District by Survey USA and the Mike Downs Center for Indiana Politics at Purdue Fort Wayne and will help shape the DID's efforts to create marketing campaigns and events that will bring people downtown.

And there is room for growth in that department, according to the poll conducted in November. About 36 percent of the respondents currently visit downtown once or twice a week, with going out to dinner (49 percent) and festivals (11 percent) listed as the activities that attract them most often. About 24 percent come downtown two or three times a month, 18 percent once a month and 15 percent less often than that. Five percent of the respondents already live downtown.

Other things that were cited as encouraging more trips downtown included a better mix of businesses (by 38 percent of respondents), better traffic flow (33 percent), improved safety (24 percent) improved walkability (23 percent) and improved bikeability (8 percent).

When asked what sort of events should be increased, 33.5 percent cited music and performances. As for desired businesses, shopping was the top answer, given by 50 percent of the respondents. Grocery/convenience stores were mentioned by just 13 percent.

The survey found that men (43 percent) are more likely to visit downtown than women (29 percent), and that adults 18-49 are more likely to visit (43 percent) than people over 50. People who have lived in Allen County between 10 and 30 years are more likely to visit once or twice a week (44 percent) than those who have lived here more than 30 years (32 percent) or less than 10 years (30 percent).

When asked what would need to change in order to come downtown more often, added variety topped the list at 35.6 percent, followed by parking at 16.1 percent and traffic at 12.4 percent. City officials, who announced this week the \$62 million HIVE project has been derailed because Minnesota-based Continental Property Group could not meet its commitments, have said parking will be a priority in any subsequent project at Harrison and Superior streets near the soon-to-be-redeveloped riverfront. Studies have shown a need for more downtown parking.

Andy Downs, director of the Downs Center, said the fact that one-third of county residents are already visiting downtown once or twice a week is a positive sign that efforts to increase traffic there will yield results. There's room for growth there, too: Although the poll found that 34.5 percent already have a positive view of downtown and 24.8 percent believe it is getting better, 14.9 percent consider it only average and 25.7 percent still view the area negatively.

# Parking an issue for Headwaters

## Park, festival execs to discuss issue

**DAVE GONG**

*The Journal Gazette*

Headwaters Park officials and festival planners will meet Tuesday to discuss logistical challenges for the 2019 and 2020 seasons, including a potential mixed-use development planned for downtown.

The development is planned for property just north of Club Soda in downtown Fort Wayne. The project, which neither city nor planning officials have yet confirmed is happening, could include residential units, commercial space and more.

It could also increase parking for Headwaters Park in the long run.

However, it will diminish available parking space for the park for more than a year, Geoff Paddock, executive director of the Headwaters Park Alliance, said Friday.

"In the short run, we're going to have a logistics problem with any construction project to accommodate all of our festivals and their parking," Paddock said. "That's the main reason we're having this meeting Tuesday – to work on plans to

**Parking, Page 4A**

## PARKING

Continued from Page 1A

alleviate the parking problem."

While the project is expected to affect the large lot adjacent to Club Soda, the development is not expected to impact the small parking lot immediately south of the park's Lincoln Pavilion, Paddock said.

The potential project could start as early as July – after the Three Rivers Festival – and continue throughout the 2020 festival season.

"The festival directors want to work with us," Paddock said. "So far most of everyone is staying with us and we're hoping that with the meeting we have, we can work out some of the logistical challenges."

The possible project follows an announcement

this week that Continental Property Group had been removed as developer of the \$62 million mixed-use HIVE project planned for the northeast corner of Harrison and Superior streets. City officials said the company cannot fulfill its contract with regard to financing.

The meeting will be at 10:30 a.m. Tuesday at the Citizens Square Omni Room.

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# Dozens seek \$144 million in trail grants

JOURNAL GAZETTE

Gov. Eric Holcomb on Wednesday announced that the first round of the Next Level Trails grant program has received 82 applications requesting a total of nearly \$144 million in funding.

The applicants are from 42 of the state's 92 counties, and their requests total more than 240 potential miles of hiking, biking and riding trails.

"The number of applications in the first round far surpassed our expectations and shows Indiana's enthusiasm for trails," Holcomb said. "This sends a big message that Hoosiers are invested in improving quality of life across the state."

The Next Level Trails grant program is the largest infusion of trail funding in state history, dedicating \$90 million to connect communities. The grant program is part of Next Level Connections, Holcomb's \$1 billion statewide infrastructure program. Up to \$20 million in regional projects and up

Trail, Page 3C

## TRAIL

Continued from Page 1C

to \$5 million in local projects will be granted in this opening round. Next Level Trail funds will be awarded in rounds until all funds have been allocated.

The grant program is divided into two components: a \$70 million fund for regional projects and a \$20 million fund for local projects. Each fund will require a 20 percent project match, which can include monetary contributions, land value, and in-kind donations of materials and labor. Projects funded through this program must be open to the public. Eligible applicants include units of government or nonprofit organizations.

The Indiana Department of Natural Resources will review the applications to ensure they meet requirements, and then a multi-agency committee will evaluate the proposals. The first awards are expected to be announced in early spring.

# Bass-Hadley reopens as roundabout

Intersection one of several Bass Road improvements

**JIM CHAPMAN**  
*The Journal Gazette*

Another roundabout has opened in Allen County.

After several delays, a new roundabout opened Friday at the intersection of Bass and Hadley roads.

Allen County officials said the Bass-Hadley intersection had been closed since July while crews worked to construct the roundabout.

The county highway department's initial plan was to have the work finished and the intersection reopened by December. Extra time was needed to ensure that state and



Courtesy

**Closed since July, the intersection of Bass and Hadley roads reopened Friday as a roundabout.**

federal safety requirements were met because railroad tracks run through the roundabout, county officials said.

Mike Green, Allen County commissioners spokesman, said

the roundabout was part of the first phase of the Bass Road improvement project.

The initial phase, from Clifty Parkway to Hadley Road, also included another roundabout at Bass and Flaugh roads; an expansion from two lanes to three, with a center two-way left-turn lane; new storm sewers and curb and gutter drainage; a multi-use trail; and a widening of bridges over Interstate 69 and Flaugh Ditch.

Primco Inc. submitted the low bid of \$7.6 million to build the initial phase. A few details including landscaping and trail work are not finished, Green said.

The next Bass Road improvement phase, from the west side of Hillegas Road to Clifty Parkway, is scheduled for bid this fall, with construction to begin in 2020, Green said.

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## ROAD SAGE

# Utilities backing up traffic on Maplecrest

Drivers nearing the intersection of Maplecrest and Trier roads in Fort Wayne will notice traffic slowdowns as crews begin utility work ahead of a city project to widen Maplecrest.

Orange cones are blocking off the right turn lane on southbound Maplecrest, and intermittent lane restrictions exist along westbound Trier.

Traffic backups are especially likely during rush hour, as well as during school drop-off and pick-up at nearby schools.

Lane Middle School and Snider High School, on Reed Road, have experienced some delays resulting from the construction, but nothing significant, FWCS spokeswoman Krista Stockman said.

Lane restrictions started Feb. 13 as crews from NIPSCO and American Electric Power began relocating utility lines for the upcoming widening project, Public Works spokesman Frank Suarez said. The utility work is expected to be complete – weather permitting – by Friday.

The ongoing utility work won't be the last bit of construction on Maplecrest drivers will experience this year, however.

Maplecrest will have significant improvements this year, including new traffic lanes, sidewalks on the east side of the roadway, center turn lanes where necessary and landscaping, Suarez said.

The project will be done

# ROAD SAGE

Continued from Page 1C

in two phases starting this year through 2021.

Phase one, which includes about a mile of Maplecrest from State Boulevard to Trier, will be put out for bids this summer, Suarez said.

Phase two, which involves about half a mile of Maplecrest from Trier to Stellhorn Road, will be bid next year.

Previous projects along Maplecrest in recent years have expanded the roadway to four travel lanes, with turn lanes at major intersections and improvements for pedestrians and drainage.

## Reader question

**Q:** Why are there two stop signs at the intersection of West Main Street and West Jefferson Boulevard? – Anonymous

**A:** The first sign alerts motorists to a trail crossing near the intersection, Suarez said.



Rachel Von | The Journal Gazette

**Utility work is underway at Maplecrest and Trier roads. Weather permitting, it's expected to be complete Friday.**

There were some pedestrian issues along that corridor that facilitated the addition of another sign several years ago.

The second stop sign, just a few yards away, alerts

drivers to oncoming traffic along Jefferson, Suarez said. It's important that drivers stop at both signs.

**Road Sage** is a monthly column. Dave Gong, The Journal Gazette's local gov-

ernment reporter, provides updates on public works projects in the Fort Wayne area and answers selected questions from readers. Submit a question by emailing [roadsage@jg.net](mailto:roadsage@jg.net) or tweeting @JGRoadSage.

www.journalgazette.net

**INDIANA**

# 42 counties seek money for trails

**ASSOCIATED PRESS**

INDIANAPOLIS – Dozens of Indiana counties are hoping to dip into a state grant program that will fund efforts to improve or build hiking and biking trails.

Gov. Eric Holcomb said 42 of Indiana's 92 counties filed applications in the grant program's first round. They're seeking nearly \$144 million for more than 240 potential trail miles.

Holcomb said the response "sends a big message that Hoosiers are invested in improving quality of life across the state."

The program is offering \$90 million in funding. Up to \$20 million for regional projects and \$5 million for local projects will be allocated in the program's first round.

That money will come from fee increases on heavy-duty commercial vehicles that use the Indiana Toll Road. The first awards are expected to be announced this spring.

# Bridge tax rate topic of future county hearing

**DAVE GONG**

*The Journal Gazette*

The Allen County Commissioners will conduct a public hearing regarding possible changes to the county's major bridge tax rate.

But it's unclear when that hearing will happen.

"Looking to keep Allen County's bridges maintained in a safe and sound fashion, the Board of Commissioners has been seeking input from representatives of cities and towns," spokesman Mike Green said in a news release Monday. "One option that has been examined is adjusting the major bridge tax rate."

The release did not include a date.

State law allows funds generated by the tax to be used for constructing, maintaining or repairing bridges, approaches and grade separations on all bridges. Changes to the rate would have to be adopted locally and submitted to the Indiana Department of Local Government Finance by May 1. If approved, the change would not take effect until 2020.

The county highway department maintains bridges throughout Allen County, except in Fort Wayne and New Haven. Those cities announced in 2017 that they would be handling repair and maintenance for bridges located within the Fort Wayne and New Haven city limits.

At that time, both cities cited increased costs under an existing interlocal agreement as the reason for the change.

dgong@jg.net

**CTN receives AWS  
grant for \$250,000**

AWS Foundation presented a check for \$250,000 to Community Transportation Network on Tuesday.

The grant supports CTN's increasing efforts to transport people with disabilities to medical appointments, supportive service programs and their places of employment, allowing them to live as independently as possible.

"We are grateful to AWS Foundation for their increased support of CTN," said Becky Weimerskirch, executive director of CTN. "This significant gift allows us to continue as a source for dependable and efficient transportation for people with disabilities.

"We are also able to increase employment transportation for individuals with disabilities, allowing the riders to maintain their independence and work without the barrier of transportation."

- Journal Gazette

# Airport funding no issue for FWA

Despite report of  
federal shortfall

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

A new industry report that says American airports face a federal funding crunch isn't bad news for Fort Wayne International Airport.

Scott Hinderman, the airports executive director, said the report last week by Airports Council International applies to the local airport, but officials have the situation well in hand.

The report says Indiana's airports face a \$997 million shortfall – and U.S. airports as a whole face \$130 billion in needed infrastructure funds. A key component of Fort Wayne's funding – the Passenger Facility Charge – is constrained until 2021, the report says.

Hinderman, however, said that's not a concern because the airport already is working ahead on improvement projects to be funded when the next round of funding kicks in.

The industry would like to see the amount of the passenger charge raised from the \$4.50 per ticket collected since 2000 to \$6 or \$8, he said. Some also would like to see automatic increases to account for cost increases and inflation.

Airlines collect the charge and turn it over to a federal fund for distribution to airports, which must use it for improvements and not operating expenses.

That idea is not altogether unreasonable, Hinderman said, although he supports a cap on funding.

"Essentially, (the amount of the charge) is 19 years old," Hinderman said.

"All the while, the cost of living and the cost of construction has continued to rise, so more could be done back in the 2000s than can be done now."

The airport, however, has had success in applying for and collecting government money and living within its means, Hinderman said.

The airport in January finished construction of \$3.35 million in upgrades, including a new terminal entrance road.

"We'll have collected the money and have remitted (from the federal government) enough funds to pay for all the projects we have approved by the end of 2021," Hinderman said. "What that (constraint cited in the report) means is that next year, we will be submitting a new application."

The airport previously

**Airport, Page 3C**

## AIRPORT

Continued from Page 1C

announced a terminal expansion plan. This year, preparations are underway to expand the west terminal by about 30,000 square feet.

An architect will likely be hired by the end of May and plans submitted around the end of the summer, Hinderman said.

Both the first and second floors of the terminal will be expanded, he said.

The expansion of the first floor includes additional circulation space around airline ticket counters and a new outbound baggage system. The second floor will have ex-

panded holding room space and an additional jet bridge.

Passengers will also see updated finishes, furnishings and signs.

The cost will be determined once an architect is selected and plans submitted, Hinderman said.

The expansion is justified, he said, because of nine years of passenger growth, including a record 381,139 outbound passengers in 2018.

"We've done real well in seeking funds from the federal government and community and we are in a good place as far as infrastructure," he said, adding "We are confident there will be federal funding available to support this project."

rsalter@jg.net



### Headwaters Junction would be 'boondoggle'

The Riverfront is an inspiring idea to bring new life to our rivers and downtown. The ideas are abundant in their scope and vision. Some will come to fruition, providing the foundation for economic expansion and enjoyment of our city for years to come. Other ideas are poorly conceived pipe dreams: They will drain resources and finances and prevent opportunities for private investment.

One pipe dream I see being brought up is Headwaters Junction. The idea is to bring the steam engine 765 to the North River Property. This will involve building more than a mile of new track across land that in some cases has reverted to adjoining property owners. Building a rail line costs \$2 million to \$3 million a mile; this doesn't include the cost for the land. This particular mile of track will also involve at least nine road crossings. Who will be maintaining this track with the nine crossings?

As to the effect on our roadways: Many have had the bone-jarring, vehicle-damaging experience of driving over broken-down rail crossings. Also remember that buses, along with other vehicles, will have to stop at each crossing, halting the flow of traffic.

The idea of the Riverfront is for it to be an inviting place to bring people to it, and allow development adjacent to the Riverfront with access to the amenities. Does putting a rail line barrier between these developments and the rivers make sense? Who will want to build homes or a business whose front door leads to a cinder-filled mound that blocks off the rivers? The junction will impede if not halt much of the planned mixed-use development on the north side of the river.

Placement of Headwaters Junction is a poorly conceived boondoggle that will cost us millions, damage our roads and curtail the potential of the Riverfront. When people advocate for Headwaters Junction, demand to see real numbers, the land cost, construction cost, the plan and budget for maintenance. They won't want to give them to you. If Engine 765 is to come downtown, perhaps the GE complex would be a better location.

DAVID ARMSTRONG  
Fort Wayne

# News~Sentinel

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## **Citilink's new general manager has deep Hoosier roots; will stress safety**



Maurice Pearl



Maurice Pearl is coming back home to Indiana as the next general manager of Fort Wayne's public transportation system.

Pearl, 48, most recently general manager of Trinity Metro in Fort Worth, Tex., will take the leadership reins at Citilink Monday, succeeding Ken Housden. "We interviewed three candidates, and (Pearl) was the most qualified. He's an Indiana native," explained Board Chairwoman Sherese Fortriede.

The Hoosier state is prominent in Pearl's resume, which includes stints as assistant general manager of TRANSPO South Bend from 2011 to 2012 and as superintendent of operations in Evansville from 2002 to 2008. He was general manager of Citibus in Lubbock, Tex., from 2012 to 2018.

"I'm from Indiana, and wanted to get back," said Pearl, who added that his discussions with Housden and other indicated the organization has been "very efficient and very lean. I'm

not going to make any immediate changes. I'll observe." Pearl also said he would work to improve safety. While in Lubbock, he challenged his employees to reduce accidents and as of mid-April 2018 total accidents were down 37 percent.

The father of three earned a masters of public administration degree from the University of Southern Indiana in 2008 and a bachelor of science degree from the same school in 1996. In Fort Worth, he managed a budget of more than \$50 million. Citilink's annual expenses are about \$12.6 million.

Citilink has about 1.78 million passenger boardings annually and its 57 vehicles travel about 2.1 million miles.

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# New bridge weight-limit signs set

## Federal rules require more specifics on tonnage, axles

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

Drivers on Allen County roads will soon see new signs designating a variety of weight limits for trucks crossing area bridges.

The Allen County commissioners learned Friday morning that changes in federal regulations

might mean big changes for truckers who regularly travel the bridges spanning ditches, waterways and other landscape features.

Bill Hartman, director of the Allen County Highway Department, provided commissioners with a list of more than 40 county bridges and their new weight limits.

He said the changes are required

by updated federal rules that require posting weight limits for two-, three- and four-axle trucks instead of a single weight limit posting, or in many cases, no posting if the bridge is deemed generally safe.

Regulators have been proponents of requiring an updated look to ensure bridge safety, citing larger trucks, a greater diversity of truck

sizes and styles and increases in truck traffic in areas where trucks may not have previously traveled, such as residential streets and formerly rural roads.

None of the changes for county bridges entails a lower weight limit for a currently posted bridge. But some unposted bridges now will have low posted weight limits.

For example, an unposted bridge on East Lincoln Highway between Indiana 101 and Lortie Road will

now be posted at seven tons for two-axle trucks, nine tons for three- and four-axle trucks.

An unposted bridge on Doty Road between Thimlar and Roberts roads will have a limit of eight tons for two-axle trucks, 11 tons for three-axle trucks and 10 tons for four-axle trucks.

Some bridges will be posted with higher limits than their current post-

**Bridges, Page 3C**

## BRIDGES

Continued from Page 1C

ings.

They include one on Ter-net Road between Maples and Tillman roads that will go from an eight-ton limit to limits of 18, 25 and 25 tons, and another over Wood Creek on Lima Road between Indiana 3 and Woods Road that will go from 14 tons to 20, 25 and 27 tons.

Hartman said the highway department has met with public safety and school transportation officials and a group representing truckers and construction equipment operators to get feedback about the effect of the changes.

The information from those users will help create a list of priorities for construction to allow bridges to carry heavier weights, Hartman said. The county highway department does not want to create islands that needed trucks can't reach because of weight limits, he said.

Republican Nelson Peters, commissioners' pres-

ident, said after the meeting that bridge work in the county and its cities in the next four years has been pegged at \$54 million.

But Peters said the expense should not put a strain on the budget because the county is planning for it.

"(But) the well is only so deep. So what might happen is that the priorities might get shifted to accommodate higher-priority bridges, depending on the information we get back," he said.

"The thing to underscore is that we will not have bridges unsafe in this county."

County officials announced Monday that a public hearing on raising the bridge tax will take place in upcoming weeks, but no date has been announced.

Hartman said some money should be available from the federal government, but the county will need to apply.

The new signs should be posted on bridges by April 1, Hartman said. Fort Wayne, New Haven and Woodburn also will need to update bridge signs, he said.

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**PUBLIC NOTICE**

Public Comment Period and  
Informational Meeting on  
Fiscal Year 2020-2024  
Transportation Improvement Program

Notice is hereby given that a public comment period will commence on March 12, 2019 for the Draft FY 2020-2024 Transportation Improvement Program (TIP) and corresponding Air Quality Conformity Analysis. The comment period includes the Air Quality Conformity Determination for the Fiscal Year 2020-2024 Transportation Improvement Program, a subset of projects from the 2040 Transportation Plan for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area as prepared by the Northeastern Indiana Regional Coordinating Council. The comment period will end on March 26, 2019.

An Open House will be held to discuss the Draft FY 2020-2024 Transportation Improvement Program and Air Quality Conformity Analysis from 4:00 p.m. to 6:00 p.m. on Tuesday March 19, 2019 in the Omni Room, Room 045, Citizen Square, 200 East Berry Street, Fort Wayne, Indiana. The Open House will be conducted by staff of the Northeastern Indiana Regional Coordinating Council. The intent of the comment period and public meeting is to solicit comments from the public regarding the Draft FY 2020-2024 Transportation Improvement Program and corresponding Air Quality Conformity Analysis. This public notice, and time established for public review and comment on the Transportation Improvement Program, satisfies the program-of-projects notice requirements of the Federal Transit Administration Urbanized Area Formula Programs (Section 5307, 5310 and 5339) for the Fort Wayne Corporation/Citilink.

The Draft FY 2020-2024 Transportation Improvement Program and the Air Quality Conformity Analysis are available for review at the Northeastern Indiana Regional Coordinating Council, Citizen Square, 200 East Berry Street, Suite 230, Fort Wayne, Indiana, 46802. Office hours are between 8:00am and 4:30pm. You may also view the materials on our website at [www.nircc.com](http://www.nircc.com). Comments can be submitted by mail to the address provided above, by e-mail to [dan.avery@co.allen.in.us](mailto:dan.avery@co.allen.in.us) or by phone at (260) 449-7309. With advance notice NIRCC can make accommodations for persons with disabilities and persons requiring auxiliary aids for the hearing and visually impaired. In addition, accommodations for Limited English Proficiency (LEP) persons such as language translation services/interpreters can be made, with advance notice. Please contact the NIRCC Office at (260) 449-7309 by Thursday, March 14, 2019 should accommodations be needed. If you have any questions or would like more information about these materials or the Open House, please contact NIRCC by phone, mail or email.

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# Monroeville park upgrades scheduled

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

The first of the projects assisted through the NewAllen Alliance's Stellar Communities initiative will break ground March 25.

Monroeville Community Park will undergo quality-of-life improvements as one of several projects of NewAllen's the East Allen Rural Revival. The NewAllen initiative in December received one of two Stellar Communities designations statewide.

Other communities in NewAllen's Stellar Communities initiative are Grabill, Harlan, Hoagland, Leo-Cedarville, New Haven and Woodburn.

The Monroeville park projects, which are expected to be finished in the fall, include several that will make facilities accessible to those with disabilities.

A half-mile bicycle and pedestrian trail will be built, and two playgrounds will get surfaces compliant with the Americans with Disabilities Act. Disability-accessible restrooms, future concessions space and a fishing pier also are planned, as are parking and drainage improvements.

In addition to funding from the Monroeville town government, the projects will use a Land and Water Conservation Fund grant from the Indiana Department of

**Park, Page 2C**

## PARK

Continued from Page 1C

Natural Resources and an AWS Foundation grant for the playground surface.

The Allen County commissioners provided money for a NewAllen consultant.

Don Gerardot, town council president, said the improvements "will be a tremendous asset to the residents of Monroeville and

southeastern Allen County."

Estimated to cost \$900,000, the projects "will improve both the quality of life and the accessibility of recreation within our community," he said.

Monroeville's population was reported as 1,327 in 2017 by the U.S. Census Bureau.

The March 25 groundbreaking will take place at 5:30 p.m. at the park, 421 Monroe St.

rsalter@jg.net

## BRIEFS

**FORT WAYNE /  
ALLEN COUNTY**

### Meetings set on airport projects

Previously announced proposed improvements to Fort Wayne International Airport will be the subject of public hearings Monday and April 15.

The hearings will be on expansion of the first and second floors of the West Terminal building. Improvements include a centralized checked-baggage inspection system, relocation and expansion of ticket counters and a new passenger boarding bridge.

The meetings will be at 3 p.m. in the airport authority board room, Suite 210, 3801 W. Ferguson Road.

The April 15 meeting will also consider issuing bonds to finance the project.

# News~Sentinel

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## **Monroeville Park improvements kick-off will be March 25**



Photo courtesy Monroeville

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The town of Monroeville and its Park Board will break ground on Monday, March 25 to celebrate the start of the Monroeville Community Park Improvements Project and the first of many

quality of life improvements to be completed within East Allen's Rural Revival Regional Development Initiative.

The ceremony will begin at 5:30 p.m. at the park, 421 Monroe St. State and county officials will also be in attendance, as well as representatives of the AWS Foundation and the NewAllen Alliance.

"The end result of these park improvements will be a tremendous asset to the residents of Monroeville and southeastern Allen County. It will improve both the quality of life and the accessibility within our community. We would not have been able to complete this project without the support of the Allen County Board of Commissioners, AWS Foundation, the Indiana Department of Natural Resources (DNR), the NewAllen Alliance, and the Northeastern Indiana Regional Coordinating Council" Don Gerardot, Monroeville Town Council president, said in a statement.

Improvements will include a one-half mile ADA -ompliant asphalt bike-ped trail, an ADA compliant splash pad/spray park, two ADA compliant playgrounds with accessible surfacing, a new support facility with ADA compliant restrooms and future concession space, an ADA compliant fishing pier, a concrete bean bag toss game, and upgrades to parking and drainage. In addition to funding from the town of Monroeville, the project will also utilize a Land and Water Conservation Fund (LWCF) Grant from the Indiana DNR, an AWS Foundation Grant to assist with the accessible surfacing at the playgrounds, and funding support from the Allen County Board of Commissioners. Work on the entire project is scheduled to be finished by fall.

This project was developed over a three-year period, starting with Monroeville's 2016 Strategic Investment Plan completed by the NewAllen Alliance, then followed by the Monroeville Park Board completing a 5-year Master Park Plan in 2017 that led to multiple

grant applications and two grant awards in 2018. The project was discussed and planned in coordination with other projects within the East Allen Rural Revival Project, which received an Indiana Regional Stellar Community Designation from the Indiana Office of Community and Rural Affairs in December 2018 and includes the communities of Grabill, Harlan, Hoagland, Leo-Cedarville, Monroeville, New Haven, and Woodburn. The Monroeville Community Park Improvements Project is the first project within the East Allen Rural Revival Project portfolio to reach construction.

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# Rezone plan near airport not opposed

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

A proposed rezoning of land west of Fort Wayne International Airport for industrial development raised no opposition from residents Thursday during a public hearing of the Allen County Plan Commission.

The 138-acre tract is zoned single-family residential and business, technology and industrial. The request is to rezone the property to intensive industrial to allow it to be marketed by the airport authority.

Last year, the airport authority acquired about 40 acres of the site, which lies on the west side of Smith Road, the north side of Winters Road, the east side of Buskirk Road and the south side of Indianapolis Road.

The part of the site zoned BTI was slated for industrial development as Hensch Park in 2011, but no development ensued.

Ryan Bauer, operations supervisor for the airport authority, told the commission the land is now used for agriculture and contains

**Airport, Page 3C**

## AIRPORT

Continued from Page 1A

a few vacant homesteads. The county's comprehensive plan and its southwest area plan both call for industrial development there to complement airport uses, he said.

"The current zoning doesn't fall in line with those plans," Bauer said.

Scott Hinderman, executive director of airports, said the land is part of the airport overlay district, which re-

stricts uses that would hinder air traffic, including tall buildings, smoke, glare or ponds that might attract aircraft-damaging wildlife.

He said there are no immediate plans to develop any building or buildings. However, the site is being marketed by the authority and Greater Fort Wayne, Hinderman said.

The proposal will be voted on during the plan commission's business meeting at 1 p.m. Thursday in Room 30 of Citizens Square.

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## FORT WAYNE/ ALLEN COUNTY

### Dupont project set for next phase

Dupont Road will see lane restrictions between Lima and Coldwater roads beginning Monday to accommodate construction improvements for drivers, bicyclists and pedestrians.

Drivers might experience delays as crews remove temporary asphalt from median areas for island construction. The Dupont project is expected to be finished in July.

Improvements include expansion of the road to four lanes with a turn lane, where needed, addition of a sidewalk on the north side of the road and addition of a trail on the south side.

Up to 25,000 vehicles use this stretch of Dupont Road each day, city officials said.

# County's portion of Ryan Road redo OK'd

70% of funding not local;  
Elkhart firm keeping land

**ROSA SALTER RODRIGUEZ**  
*The Journal Gazette*

Despite a change in plans that would have benefited from the road project, the Allen County Redevelopment Commission will commit up to \$500,000 to improve Ryan Road from Dawkins Road to U.S. 24 just east of New Haven.

The go-ahead was given during a meeting Tuesday to insure the local portion of financing would be in place so federal and state highway funds could flow to the project.

The project was expected to cost \$10 million but came in this week at \$8.4 million, according to Bill Hartman, director of the Allen County Highway Department. Just under 70 percent of the project cost will come from non-local sources, he said.

According to the approved resolution, the committed money would come from a tax increment financing district in the area that includes Superior Aluminum Alloys and SDI LaFarga.

Taxes generated by the increase in value of the property in a TIF district go back to the district in the form of infrastructure improvements.

In December, Elkhart's Lippert Com-

Ryan, Page 2C

## RYAN

Continued from Page 1C

ponents Manufacturing Inc. announced it had changed its mind about building a \$19.1 million plant expansion on 50 acres at Ryan and Edgerton roads.

Instead, the company would invest about \$9 million in the former Nestle plant at 2909 Pleasant Center Road in southwest Allen County.

That plant is more than double the size of the plant Lippert proposed building.

Brian Yoh, New Haven's director of planning and economic development, said Lippert has decided to hold onto the Ryan Road land.

"The project that was going to go out there outgrew the site," Yoh said Wednesday. "I anticipate Lippert is going to grow and eventually use that property."

"They are a fast-moving company, and they are grow-

ing beyond belief. They like this area, and they like the workers, and if they need expansion or consolidation, they have the engineering work already and would just have to build."

The road project would widen a little over two miles of Ryan Road, make the surface out of concrete and redesign a sharp S curve near Bruick Road to aid truck access to the industries.

Besides the Lippert property, the project would serve SDI and Superior Aluminum and is near the former Casad Depot, proposed for redevelopment as an industrial park.

Construction should start this spring, said Scott Harrold, senior economic development specialist for the redevelopment commission.

"They're getting ready to bid the project, and, ... they need their funding in place," he said, adding that the resolution commits funds but does not transfer any money.

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# Ground broken on segment of trail

**MATTHEW LEBLANC**

*The Journal Gazette*

A half-mile extension of Fort Wayne's Pufferbelly Trail will connect more than 1,000 residents to dozens of nearby businesses and attractions, city officials said Thursday.

The extension will connect State Boulevard and Fourth Street and is part of an ambitious plan to create a regional trail system to connect Pokagon State Park near Angola to Ouabache State Park near Bluffton.

Mayor Tom Henry and other local dignitaries broke ground on the project Thursday morning.

He said the city's trails provide ways for residents to travel without cars, but they also are an important driver of economic development. Henry said businesses often weigh quality-of-life items such as parks and trails when considering where to locate.

"The investment we're making in our neighborhoods by connecting them with each other and with destination points is important, not only today, but for our future success," he said.

Work on the nearly 0.6-mile extension is expected to be complete in June.

It and three other sections are part of a \$10 million plan to add trails that will be

**Trail, Page 3C**



**Michelle Davies** | The Journal Gazette

**Martin Fisher, left, executive director of Science Central, and Steve Crosby, contractor for the Pufferbelly Trail, help break ground on the project Thursday morning.**

## INPUT SOUGHT

Fort Wayne Trails is asking for input about local trails.

The nonprofit advocacy group works with municipalities in Allen County. It launched a survey seeking opinions about local trails.

The survey will be open until April 8. It can be found at <http://bit.ly/2DogYQf>.

Data from the survey will be used to craft an advocacy plan. Responses will be shared with officials from Fort Wayne, Allen County, New Haven, Hometown, Leo-Cedarville, Grabill, Woodburn, Monroeville and possibly others.

People who use trails and those who don't can contribute.

## TRAIL

Continued from Page 1C

paid for using money from the state's Regional Cities Initiative.

The sections will put nearly 23,000 residents within a half-mile of a city trail, according to a news release.

The segments will be part of the proposed State Visionary Trail to link the state parks in Steuben and Wells counties.

Kent Castleman, executive director of Fort Wayne Trails, said about 30 miles of the trail have been completed.

Dawn Ritchie, the city's greenways manager, said Fort Wayne has nearly 180

miles of trails used by about 550,000 people each year.

City officials plan to construct sections of the Pufferbelly Trail to connect neighborhoods and attractions such as Science Central, the Fort Wayne Children's Zoo and Franke Park.

"Trails are truly an asset," Ritchie said.

[mleblanc@jg.net](mailto:mleblanc@jg.net)

## You can now view trails in Fort Wayne and Indiana on Google Maps



Now you can view images of your favorite Indiana parks and trails on Google Maps. The Fort Wayne Parks and Recreation Department has collected images of local trails and pathways in partnership with Google Maps. In 2016, the Indiana Parks and Recreation Association (IPRA) partnered with Google to capture 360-degree panoramic images of 33 Indiana parks using Google Trekker technology, providing an enhanced way for visitors to connect with these special places in Indiana in ways they may never have before.

The Trekker, the latest imagery-gathering apparatus, is a wearable backpack system that allows staff to venture to locations only accessible by foot. The ability to take Street View to remote, hard-to-navigate places, is a major opportunity to make the beauty and history of locations like these accessible to a global audience.

The Fort Wayne Parks and Recreation Department was able to capture images along several trails, including the Rivergreenway, the Towpath Trail and segments of the Pufferbelly Trail. Images were also captured in Shoaff, Kreager, Lakeside, Memorial, Buckner, McMillen, Headwaters and many other parks. The complete list of trails and parks captured is available upon request.

“Our 107-mile trail network now connects all parks located along our City’s three rivers. It also connects more than 167,000 people within one-half mile of where they live. This will greatly aid and connect our 570,000 users we have each year,” Dawn Ritchie, city manager of greenways and trails, said in a statement.

Images are now available at [Google.com/Maps](https://www.google.com/Maps)

<http://www.news-sentinel.com/living/2018/03/15/fort-wayne-trails-invites-public-input-on-local-trails-network/>

Fort Wayne Trails would like to get your feedback on local trails, whether you use them or not.

The Fort Wayne Trails Community Input Survey will take place online through April 8. Click [here](#) to go to the survey.

Fort Wayne Trails serves as an advocate for local trails and raises money to help fund trails projects undertaken by local governmental bodies, such as the city of Fort Wayne and Allen County, a news release said.

The survey will help Fort Wayne Trails identify ways it can partner with local government units to improve the trails system, the news release said. However, the decision to make any changes or improvements will be decided by the governmental body involved.

Survey responses are kept confidential, and people won't be asked to provide personal contact information, the news release said.

All responses will be shared with local government partners as a data report, the news release said.

## TRAILS UPDATE

Local officials gathered Thursday for the groundbreaking of construction on the next portion of the Pufferbelly Trail – a segment slightly more than a 1/2-mile long running between State Boulevard and Fourth Street.

The Pufferbelly Trail, whose name refers to an old steam locomotive, follows an abandoned railroad line.

When completed in late June, the trail will connect nearly 1,200 people living within a 1/4 mile on either side of the trail to 50 businesses and organizations, a city of Fort Wayne news release said.

The segment also will be part of the state Poka-Bache Connector, an 81-mile trail expected to stretch from Ouabache State Park near Bluffton to Pokagon State Park near Angola.

The State Boulevard-to-Fourth Street trail segment is one of four local trails projects that received partial funding through the Indiana Economic Development Corporation's Regional Cities Initiative, the city said.

The other trail projects are:

- Bluffton Road: Lower Huntington Road to West Foster Park/Rivergreenway Connector (under construction)
- Pufferbelly Trail: Wallen Road to Washington Center (phase II bidding soon)

- Pufferbelly Trail: State Boulevard to Fernhill Avenue and Franke Parke/Fort Wayne Children's Zoo (under construction)

Total cost for the four projects is \$10.3 million, with about \$1.8 coming from the Indiana Economic Development Corporation, the city said.

After completion, the four trails projects will bring 22,688 residents within a 1/2-mile radius of the trail network and expand the existing trail grid for all people, the city said.

# News~Sentinel

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## **Tuesday open house to showcase five-year transportation plan**



The Northeastern Indiana Regional Coordinating Council (NIRCC) will host an open house Tuesday, March 19, to allow residents to review its Draft Fiscal Year 2020-2024 Transportation Improvement Program (TIP) and corresponding Air Quality Conformity Analysis. The session will be from 4 p.m. to 6 p.m. in the Omni Room of Citizens Square, 200 E. Berry St.

The TIP includes transit, highway, pedestrian and bicycle projects funded with federal funds in Allen County during the next five years. The Indiana Department of Transportation (INDOT) and NIRCC have agreed to produce a five-year State Transportation Improvement Program (STIP) and TIP. However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in FY 2020-2023. The fifth year (FY 2024) is for informational purposes only.

This public notice, and time established for public review and comment on the Transportation Improvement Program, satisfies the program-of-projects notice

requirements of the Federal Transit Administration Urbanized Area Formula Programs for the Fort Wayne Public Transportation Corp.Citilink.

If you are unable to attend and wish to review the Draft Fiscal Year 2020-2024 Transportation Improvement Program (TIP), you may visit our office where material will be available for review. You may also view the materials on our website (NIRCC.com).

You may also send comments by mail to: NIRCC, Citizens Square Suite 230, 200 E. Berry St., Fort Wayne, IN 46802; by phone at (260) 449-7309 or via Email: Dan.Avery@co.allen.in.us. NIRCC's web site is [www.nircc.com](http://www.nircc.com)

The intent of the open house is to solicit input and comments from the public regarding the document. NIRCC will accept comments through March 26, and with advance notice can make accommodations for persons with disabilities and persons requiring auxiliary aids for the hearing and visually impaired. In addition, accommodations for Limited English Proficiency (LEP) persons such as language translation services/interpreters can be made, with advance notice. Contact the NIRCC Office at (260) 449-7309 should accommodations be needed.

The comment period includes the Air Quality Conformity Determination for the Fiscal Year 2020-2024 Transportation Improvement Program, a subset of projects from the 2040 Transportation Plan for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area as prepared by the Northeastern Indiana Regional Coordinating Council.

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March 19, 2019



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## Residents invited to transportation planning open house

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ALLEN CO., Ind. (ADAMS) – The Northeastern Indiana Regional Coordinating Council (NIRCC) is inviting residents to attend an open house to review the Draft Fiscal Year 2020-2024 Transportation Improvement Program (TIP) and corresponding Air Quality Conformity Analysis. The comment period includes the Air Quality Conformity Determination for the Fiscal Year 2020-2024 Transportation Improvement Program, a subset of projects from the 2040 Transportation Plan for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area as prepared by the Northeastern Indiana Regional Coordinating Council.

The Draft Fiscal Year 2020-2024 TIP includes transit, highway, pedestrian and bicycle projects funded with federal funds in Allen County during the next five years. The Indiana Department of Transportation (INDOT) and NIRCC have agreed to produce a five year State Transportation Improvement Program (STIP) and TIP. However, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in FY 2020-2023. The fifth-year (FY 2024) is for informational purposes only.

This public notice and time established for public review and comment on the Transportation Improvement Program satisfies the program-of-projects notice requirements of the Federal Transit Administration Urbanized Area Formula Programs (Section 5307, 5310 and 5339) for the Fort Wayne Public Transportation Corporation/Citilink.

If you are unable to attend and wish to review the Draft Fiscal Year 2020-2024 Transportation Improvement Program (TIP), you may visit their office where the material will be available for review. You may also view the materials [here](#)

Residents can send comments by mail or e-mail. The intent of the open house is to solicit input and comments from the public regarding the document. NIRCC will accept comments March 12, 2019, through March 26, 2019.

With advance notice, NIRCC can make accommodations for persons with disabilities and persons requiring auxiliary aids for the hearing and visually impaired. In addition, accommodations for Limited English Proficiency (LEP) persons such as language translation services/interpreters can be made, with advance notice.

Please contact the NIRCC Office at [\(260\) 449-7309](tel:(260)449-7309) by Thursday, March 14, 2019, should accommodations be needed.

# News~Sentinel

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## **New plan suggests ways to improve public spaces in downtown Fort Wayne**



Downtown Fort Wayne has plenty of public spaces, but some could be better, a new study suggests. (Photo courtesy John McGauley)

The city's Community Development Division has released the recently finalized Downtown Fort Wayne Public Realm Action Plan created by internationally recognized architecture and urban design firm, Gehl. The plan outlines possible pilot projects that would connect public spaces and encourage more people to visit downtown and stay for longer periods of time.

"This action plan provides ideas for building on our momentum and creating a vibrant, active and exciting downtown for all residents to enjoy," Mayor Tom Henry said in a statement.

The Public Realm Action Plan provides an analysis of current downtown public spaces such as sidewalks, plazas, parks, alleys, underpasses and public buildings. The plan highlights areas that are well-utilized, such as alleys filled with murals and Barr Street when the public

market is open. It also focuses on areas that could be better used to attract and keep more people downtown.

Finally, the plan suggests several pilot projects that could be initiated to activate downtown alleys and connect some of the area's best assets. The plan suggests ways to temporarily turn alleys into retail corridors, event spaces and canvases for public art.

Next steps include the Community Development Division establishing an implementation team and seeking partnerships to begin work on the pilot projects. The city intends to finalize partnerships and begin testing ideas this summer.

The plan can be viewed online at: [www.FWCommunityDevelopment.org/PublicRealm](http://www.FWCommunityDevelopment.org/PublicRealm). It was funded by Community Foundation of Greater Fort Wayne/Knight Foundation, the Fort Wayne Redevelopment Commission and the Community Development Division. Staffing was provided by the Planning & Policy Department.

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# City investing \$31 million in street repairs

**DAVE GONG**  
*The Journal Gazette*

Fort Wayne city crews plan to tackle 47 miles of asphalt resurfacing and close to 5 miles of concrete reconstruction this year, officials announced Tuesday.

That's a \$31 million investment, Mayor Tom Henry said.

"We're going to have another tremendous year of infrastructure upgrades in neighborhoods throughout Fort Wayne. By working together with neighborhood leaders, city council and our public works division to plan our projects for this construction season, we'll be able to make a lasting and meaningful difference," Henry said in a statement. "The investments we've made over the last several years demonstrate that neighborhoods, the backbone of our city, are a top priority."

One such neighborhood, Pettit-Rudisill, will see alley reconstruction, sidewalk repairs and resurfacing of two major roads: McKinnie Avenue and Hanna Street. There will be projects in more than 190 neighborhoods this year.

"We are not only improv-

## 2019 BY THE NUMBERS

**47 miles**

of asphalt resurfacing

**4.75 miles**

of concrete reconstruction

**10 miles**

of chip and seal resurfacing

**16 miles**

of concrete curb

**10 miles**

of sidewalk repair

**4 miles**

of new trail

**4 miles**

of new sidewalk

**3.2 miles**

of alley resurfacing

**380**

concrete ramps that comply with Americans with Disabilities Act

ing worn roads, we are making improvements that enhance safety for drivers, bicyclists and walkers," Public Works

**Streets, Page 10A**

## STREETS

Continued from Page 1A

Director Shan Gunawardena said. "From fixing sidewalk trip hazards, adding ADA ramps, adding trails and new sidewalks, to adding travel turn lanes and improving the line of site at traffic signals, we are working to strengthen our community's neighbor-

hoods and make them safer."

Some 2019 highlights include work to Maplecrest Road from State Boulevard to Trier Road; Goshen Road improvements from State to Cambridge boulevards; road widening projects on St. Joe Center Road, State Boulevard and Ardmore Avenue; neighborhood concrete work in Aboite Meadows, Caribe Colony, Greater McMillen Park, Hillsboro Addition and

Woodhurst Addition; intersection improvements at Harris Street and Coliseum Boulevard and Hillegas Road and West Coliseum Boulevard.

More than 100 city street repavings including portions of West State Boulevard, Sherman Boulevard, Warsaw Street, St. Joe Center Road, Capitol Street, Covington Road, Wallen Chase Run and Taylor Street.

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4C The Journal Gazette | Wednesday, March 20, 2019

## City releases action plan to improve downtown spaces

**DAVE GONG**

*The Journal Gazette*

Fort Wayne's Community Development Division has released the recently finished Fort Wayne Public Realm Action Plan, officials announced Tuesday.

The action plan, developed by architecture and urban design firm Gehl, outlines possible pilot projects that would connect public spaces and encourage more people to visit downtown.

The action plan was funded by the Community Foundation of Greater Fort Wayne/Knight Foundation, the Fort Wayne Redevelopment Commission and the

Community Development Division.

"This action plan provides ideas for building on our momentum and creating a vibrant, active and exciting downtown for all residents to enjoy," Mayor Tom Henry said in a statement.

The action plan analyzes current downtown public spaces, such as sidewalks, plazas, parks, alleys, underpasses and public buildings. It highlights areas that are well-used and also focuses on areas that could be better used to attract and keep people downtown.

The action plan also suggests several pilot projects that could be used to activate

downtown alleys and better connect the area's assets. Two examples include ways to temporarily turn alleys into retail corridors, event spaces and canvases for public art.

The Community Development Division will now begin to establish an implementation team and seek partnerships to begin work on the pilot projects presented in the action plan. The idea is to finalize partnerships and begin testing ideas this summer.

Go to [www.fwcommunitydevelopment.org/publicrealm](http://www.fwcommunitydevelopment.org/publicrealm) to look at the final plan.

[dgong@jg.net](mailto:dgong@jg.net)

# Work to close Hillegas over I-69



The Journal Gazette

**DAVE GONG**

*The Journal Gazette*

For the next eight months, commuters who use Hillegas Road to get to work will have to find another route.

A \$5.8 million overpass construction project on Interstate 69 at Hillegas Road will begin April 1, the Indiana Department of Transportation announced Wednesday. That means Hillegas will be closed between Leesburg and Goshen roads until Nov. 30.

In 2016, about 16,500 vehicles crossed the overpass each day, according to the city of Fort Wayne.

Drivers can also expect

overnight lane restrictions and scheduled rolling slow-downs on I-69 between mile markers 308 and 310 to accommodate the Hillegas bridge work. A detour route is available that includes Washington Center Road, U.S. 33, U.S. 30 and West Coliseum Boulevard.

Additionally, at some point during the project, the West Coliseum Boulevard connection to Hillegas Road will be reconstructed. But the timeline for the closure of West Coliseum is not yet known. It is expected to take place mid-summer.

Updates on detours will be available at [www.cityoffortwayne.org/streets](http://www.cityoffortwayne.org/streets).

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# County to discuss higher bridge tax

Funding gap remains despite wheel tax

**DAVE GONG**  
*The Journal Gazette*

Allen County officials are proposing an increased major bridge tax rate to help alleviate funding issues for bridge maintenance this year through 2026.

A public hearing is planned for next week on the proposal, which would increase the rate to 0.0177 for each \$100 of assessed valuation. The current rate is 0.0129. With the increase, the owner of a home assessed at \$100,000 would pay about \$2.40 more a year before deductions and credits are applied.

An estimate provided by county officials shows that bridge needs in Allen County will cost about \$860,296 a year through 2026.

Under state statute, the major bridge rate cannot exceed 0.0333.

Even with a combined \$147,333 per year in wheel tax funds from contributing communities, there is an annual funding gap of about \$712,963 that would be made up through the new rate, County Commissioner Nelson Peters said.

An interlocal agreement

## BRIDGE BREAKDOWN

Cities and towns provide a portion of their annual Allen County wheel tax revenue for bridge maintenance. This is the proposed 2019 wheel tax remittance for each municipality. Fort Wayne is not included because it pays for its own bridge maintenance.

Grabill .....	\$7,603
Huntertown .....	\$19,189
New Haven .....	\$81,138
Monroeville .....	\$8,008
Woodburn .....	\$10,276
Zanesville .....	\$1,054
Leo-Cedarville .....	\$20,066
<b>Total .....</b>	<b>\$147,333</b>

for bridge maintenance started in 2009, when the county increased its wheel tax. Under that contract, cities and towns throughout Allen County agreed to give a portion of its wheel tax revenue back to the county for bridge work.

However, that agreement ended in 2017 after Fort Wayne and New Haven decided to leave the agreement to handle

**Bridge, Page 7A**

## BRIDGE

Continued from Page 1A

their own bridge maintenance.

Although other cities and towns have expressed interest in returning to an interlocal agreement to cover bridge maintenance, Fort Wayne officials are not currently interested, said Beth Lock, the county's director of intergovernmental affairs.

Officials are also contemplating creating a bridge advisory group that would include every city or town

that has signed an interlocal agreement with Allen County for bridge maintenance. Members of that group would include a mayor or town manager, the county commissioners, presidents of city or town councils, the president of the Allen County Council, representatives from the county's highway department and representatives from city or town street departments.

The group would have semi-annual meetings each spring and fall during the pre- and post-construction seasons.

"One of the things we've learned over the past seven

years, ... is that communications between our office and the other towns and cities may have been somewhat lacking," Peters said. "What we believe is this will provide the opportunity for two-way communication so that all of the cities and towns are in the loop all the time regarding what projects are occurring, what's happening and what the goals and objectives for the next half a year are."

A public hearing on the proposed major bridge rate increase is scheduled for 10:15 a.m. Friday in Citizens Square, Suite 035.

dgong@jg.net

## JGSCHOOLS (/NEWS/LOCAL/SCHOOLS)



Sunday, March 24, 2019 1:00 am

## Schools dealing with car pickup lines

### As bus ridership falls, more students driven by parents

ASHLEY SLOBODA | The Journal Gazette

Cars start lining Mildred Avenue outside Franke Park Elementary School to pick up children about 12:45 p.m. weekdays, even though dismissal isn't until about 3 p.m. The early arrival ensures they can nab one of the few spots in front.

Across town, cars at St. Joseph Central Elementary School pack a campus pick-up lane as Principal Bill Critell dons a neon yellow safety vest, preparing to help vehicles quickly and safely exit onto St. Joe Center Road.

A couple waiting for their 6-year-old daughter said they choose to drive the kindergartner because they worry what might happen on the school bus. They don't mind the time investment.

"She's our world," they said, declining to provide their names.

Managing dropoff and pickup traffic is an issue Allen County schools face as numerous reasons – including after-school activities, family situations, a lack of busing and personal preference – prompt parents to drive their children to and from school.

Fort Wayne Community Schools and other districts have addressed campus traffic flow by installing parent pickup lanes and re-striping parking lots, among other methods.

#### Pedestrian projects

In the last three years, the city of Fort Wayne has completed the following new infrastructure (trails often connect to existing sidewalks in order to connect to schools):

- St. Joe Center sidewalk, from Medical Protective driveway to Maplecrest (south side)
- Renfrew Drive sidewalk
- Steup Avenue
- Forrest Ridge sidewalk connection
- Darlene Court sidewalk
- Rummel Avenue sidewalk
- Winchester Road sidewalk
- Decatur Road sidewalk
- Bluffton Road trail and sidewalk
- Maplecrest trail and sidewalk
- Study Elementary sidewalk connections
- Covington Road trail
- Pemberton Trail
- Pufferbelly Trail from Carroll to Washington Center Road

Under construction:

- Dupont Road trail and sidewalk between Lima and Coldwater roads

Source: City of Fort Wayne

"In the past 18 years, some type of traffic improvements have taken place at all of the schools, and often more than once," facilities director Darren Hess said by email.

### **Shifting trends**

The National Center for Safe Routes has studied trends in how students get to and from school. Data compiled from 720,000 parent surveys collected by nearly 6,500 schools nationwide showed car ridership rose between 2007 and 2014. Morning car riders increased from 49.1 percent to 51.5 percent, and afternoon riders grew from 40 percent to 45.9 percent, the center's 2016 report said.

Concerns about bullying on school buses and a reduction in bus service might have contributed to the increase in car riders, the report said.

The findings don't necessarily reflect travel patterns at schools that didn't participate in the survey.

Of the nearly 30,000 students in FWCS, about 16,000 ride buses, according to the district. It does not track the number of car riders.

Kim James has seen the effects of busing cuts firsthand. The case manager at Franke Park works the car line, which can stretch about a quarter mile to Wells Street from the school's driveway near the intersection of Sherman Boulevard and Mildred Avenue.

The count at Franke Park can vary by day, but James generally sees about 120 cars, she said, adding that the total increases in winter. She said the line grew after FWCS reduced busing in the 2015-16 academic year because of funding.

Developing the most efficient system took trial and error, James said. The setup includes having children wait inside the school until their ride is near the entrance.

Although the line moves quickly once students are released – 80 cars went through in about 10 minutes on a recent Monday afternoon – it can affect traffic on Wells Street and block driveways and fire hydrants along Mildred Avenue.

Lt. Tony Maze of the Fort Wayne Police Department understands that congestion around schools can cause frustrations. At some schools, he said, people are forced to park on the shoulder, or traffic backs up on the road, "which is not a good place to be."

Schools can have limited traffic management options, depending on the campus layout, Maze said.

While schools may hire off-duty officers to direct traffic, don't expect the police department to assign personnel at "each and every school," Maze said.

"We don't have the manpower to be able to do that," he said, recommending that drivers be patient and adjust their routines to avoid school-related traffic.

### **Room for vehicles**

Because a school's location and campus layout affect traffic pattern options, each school's situation is unique, officials with the East Allen County and Southwest Allen County districts said.

Southwest Allen County Schools continuously monitors traffic patterns and adjusts when necessary, spokeswoman Stacey Fleming said. Carpool rules are introduced at Back to School Night and revisited throughout the year through mass emails and newsletters, she added.

Hess, the FWCS facilities director, said the best school site separates three types of traffic – parking, buses and parent pickup.

"Our preference is to drop off kids (buses and cars) directly onto a sidewalk that has a curb and avoid students crossing between buses or cars," Hess said.

Creating the ideal traffic flow isn't always possible. Challenges include limited acreage; one-way streets; the orientation of the existing building on the site; and the orientation of the existing site, adjacent roadways and neighborhood access points, Hess said.

The FWCS school board in January approved buying two properties near Franke Park, 720 and 630 Mildred Ave. The \$185,500 investment – funded by the 2016 referendum – will allow flexibility to create a parent pickup lane.

Similar traffic improvements are planned for Scott Academy, South Wayne Elementary School and Haley Elementary School. Full parent pickup lanes have been installed at Holland, Croninger, Glenwood and St. Joseph Central elementaries.

St. Joseph Central's driveway starts as two lanes but expands to three and accommodates more than 200 cars arriving for dismissal. Previously, cars would snake through the parking lot, which could fit about 100 cars, said William Critell, the principal.

"The drive was a godsend," Critell said.

East Allen County Schools has also made traffic-related improvements a priority during recent construction projects. Leo and Southwick elementary schools both benefited from upgrades, which addressed different problems at each site, said Kirby Stahly, chief financial officer.

Leo Junior-Senior High School is also in line for traffic relief. Construction of an additional exit drive – a project that involved acquiring

nearby properties – is planned for this summer, Stahly said.

Leah Beltran is among the parents making use of the St. Joseph Central pickup lane. Her family lives too close to the school for her kids to be bused, she said, but added that she prefers to drive her kindergartner and fourth-grader anyway.

Beltran views the minutes waiting for dismissal as her "me time," she said, adding that when she gets in line depends on when she leaves work. She could kill time at a nearby store, she said, but prefers to watch videos or read books in her car.

Minutes before dismissal, Critell sets orange traffic cones between the westbound lanes of St. Joe Center Road to create what he calls a merge lane for parents. He stands in the road, at the school driveway entrance, to ensure that exiting vehicles turn right as traffic approaching the school remains in the left westbound lane.

It's a routine Critell follows to prevent traffic backups on campus. "I'll stay until the last car," he said.

A few police cars whizzed by Critell, a "slow" sign tucked under his arm, on a recent Tuesday afternoon. While his actions aren't criminally wrong, he or FWCS would assume a civil liability should anything happen, Maze said.

"I understand what he's trying to do," the lieutenant said.

#### **Need for sidewalks**

Walking to school seems to be gaining popularity, at least according to the National Center for Safe Routes study. Between 2007 and 2014, morning walkers increased from 11.5 percent to 15.2 percent, and afternoon walkers grew from 15.2 percent to 18.1 percent.

"Within one mile of school, the largest shift between travel modes occurred between busing and walking, with busing decreasing significantly and walking increasing significantly," the report said.

Walking, however, isn't always an option. Some East Allen County schools aren't in an urban area, Stahly said.

Even in Fort Wayne, a lack of sidewalks can make walking to school difficult for those in no transportation zones.

Students are not eligible for busing if they live within a certain radius from their school. Distances are 1 mile for elementary students, 1.5 miles for middle school students and 2 miles for high school students.

The city is working to build more sidewalks with a priority on major thoroughfares, said Shan Gunawardena, director of public works.

Sidewalk projects can be complicated because they can involve buying right of ways, relocating utilities and addressing drainage issues, he said.

Costs also add up. Gunawardena said a list of sidewalk needs the city developed with FWCS exceeded \$70 million.

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# The Journal Gazette

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## JGLOCAL (/NEWS/LOCAL)

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Sunday, March 24, 2019 1:00 am

### Waterloo, S. Whitley on clock for projects

LISA GREEN | The Journal Gazette

Waterloo needs \$48,750 by May 1. It will help finance a Veterans Memorial Park.

South Whitley needs \$30,000 by April 20. It wants to create an outdoor theater venue.

The two projects are the latest in the area to pursue crowdfunding on the Patronicity website under the Indiana Housing and Community Development Authority's CreatINg Places program.

Most projects that apply have met the majority of their fundraising goal, and CreatINg Places provides money to help make them reality, said Carmen Lethig, placemaking manager for the state's Community Development Authority.

Sixty-six projects have had crowdfunding appeals, with 62 of them reaching their goal to get matching money up to \$50,000, Lethig said last week.

"The program has been very successful because a lot of communities are starting to look at quality of community and quality of place, not only for residents," Lethig said, "but to attract to their community."

Lethig said she got the CreatINg Places idea from a program offered in Michigan, which also uses Patronicity ([www.patronicity.com](http://www.patronicity.com) (<http://www.patronicity.com>)).

The Community Development Authority in September received state approval for its third round of \$1 million in funding for the program, she said. A small part of that is set aside to pay Patronicity a percentage, based on project costs. The company also gets 5 percent of the money raised on its platform before directly sending the rest to project organizers.

The state has been lenient in qualifying applicants, focusing mostly on whether projects will develop unused or underused public space for community gatherings.

Crowdfunding campaigns run an average of 45 days. They run a minimum of 30 days and a maximum of 60, Lethig said, increasing the potential for donors to respond quickly. The state wants to see a high number of donors, which signals widespread local support.

Multiple projects for a community can be pitched. Wabash has had three, for example, and Indianapolis has had several.

Lethig said the key is ensuring that campaigns for the same community don't overwhelm the same potential donor base.

Allison Demaree-Coale, on the board with the North Anthony Corridor Group, said Friday she wasn't aware of the state's guidelines. But if it were possible to qualify another project for Creating Places funding, the group likely would.

"We're always looking to do more things," she said.

At least four crowdfunding campaigns, including the ones for Waterloo and South Whitley, are active, and two others will soon go live, Lethig said.

South Whitley is calling its project the Don & Vi Lebrun Gateway Park. The downtown gathering space would include new outdoor seating, picturesque landscaping and flower boxes, a portable stage, and a large theater screen.

"With the addition of this community park, the South Whitley Parks Department plans to bring new events to the community such as: a local farmers market, community concerts, school concerts and educational programs, and outdoor movies – just to name a few," according to a synopsis on [www.patronicity.com](http://www.patronicity.com).

"The park will help create a more vibrant downtown, where residents and visitors will choose to stay and spend time together."

The project is being spearheaded by the Parks and Recreation Department and Whitley County Economic Development Corp.

As of 5:15 p.m. Friday, the campaign had raised from 41 patrons nearly \$23,500 of its \$30,000 goal. The state announced the project Feb. 20.

In Waterloo, the park board plans to build a relaxing and recreational space on vacant land, with all activities in the park free and accessible.

The park would include a small fishing pond, trail for bikes and hikes around the pond, a sledding hill, fenced dog play area, benches and a drinking fountain.

"This new play space will be a lovely addition to our parks system by providing easier access to recreation on our town's growing south side," a project description on [www.patronicity.com](http://www.patronicity.com) says.

The Waterloo veterans park, announced March 15, had raised \$1,830 of its \$48,750 goal by Friday.

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# Becky Weimerskirch

Executive director,  
Community Transportation Network

**1** You've been with Community Transportation Network from its beginning – and had a big role in starting the service. What is its history?

CTN was created in 2000 by a task force of local organizations and foundations to address transportation barriers faced by those they served. The individuals affected included seniors, people with disabilities, low-income families, children and youth. Those organizations assisting any of these groups were struggling with transportation options to increase their effectiveness reaching their participants.

Since then, CTN has grown to become a more effective transportation alternative for the nonprofit sector providing service to agency services, health care, recreation, shopping, educational field trips, employment, etc. Over 70 organizations partner in some fashion to address transportation issues, and we keep trying to expand our capacity with generous support from this community.

**2** How is CTN different from Citilink? Whom do you serve and how many trips do you make?

CTN is a unique model of a private nonprofit provider of transportation and is gaining more national recognition for its effectiveness. This fiscal year ending in June, we expect to reach the 100,000 passenger trip mark! With fewer governmental restraints, we can focus our efforts on particular riders, times and locations. A public system cannot play favorites and works within their taxing district.

**3** Tell us about your drivers.

CTN's drivers are known as friendly and helpful. They provide

door-through-door passenger assistance. They include people with CDL [commercial driver] licenses and more who do not for driving smaller vans. All of them go through background checks and specialized training to prepare them for their duties.

We need more full- and part-time drivers. It is a great, rewarding job for people who have retired and have some time in their schedule. There are some awesome people scheduling and behind the scenes that make each trip a success as well.

**4** Your tenure as executive director comes to a close this month – is there one memory of your time at CTN that stands out?

Being a part of CTN's history and its leader for the last 14 years has given me an extraordinary sense of satisfaction.

Building the partnerships has been my favorite part. To examine the scope of the problem, to dig into what would work, find the funding, and extend our existing resources all make a huge impact for those partners and the people we then mutually serve.

**5** What's next for CTN – and for you, in retirement?

As I prepare to retire, I will stay involved with this community and have more time for family fun. I still have to figure that all out. Justin Clupper will lead CTN's efforts to expand services to more of a regional level. CTN plays a part in economic development for access to work and for many services offered by Allen County organizations. And CTN still has much to accomplish to eliminate those transportation barriers for over 6,000 people currently riding!

## City gets \$1 million for Goshen project

**DAVE GONG**

*The Journal Gazette*

Fort Wayne will receive a \$1 million grant from Indiana's Community Crossings Matching Grant Fund program, city officials announced Tuesday.

The grant will go toward the city's Goshen Avenue project, which will be bid in May.

Construction on that project is expected to begin this summer. Under the state's program, the award can cover up to half of the project cost.

Officials say the Goshen Avenue project will improve

safety for motorists and pedestrians and will spruce up the corridor. Improvements to the road include a center turn lane between Sherman and Cambridge boulevards, sidewalks on both sides of the street, Americans With Disabilities Act-compliant curb ramps, trees, shrubs and other landscaping.

The project also calls for a new roundabout to control traffic flow at the intersection of Goshen Avenue, Sherman Boulevard and Lillian Avenue. About 18,500 vehicles use that intersection each day, city officials said.

dgong@jg.net

### Public hearing on major bridge fund

The Allen County commissioners will be conducting a public hearing on re-establishing a Cumulative Major Bridge Fund for the county.

The hearing will be at 10:15 a.m. Friday in Suite 35 of Citizens Square, 200 E. Berry St.

The hearing will discuss the current tax rate levied at \$0.0129 per \$100 of assessed valuation to an increase of up

to \$0.033 for all taxable real and personal property, the county said.

Comments can also be mailed to the Allen County Board of Commissioners, 200 E. Berry St., Suite 410, Fort Wayne, IN 46802.

A decision will not be made immediately after the hearing, the county said. If the commissioners decide to adopt the fund, a notice will be published within 30 days.

### AREA

### Waterloo to host party for new park

The Waterloo Park Board has announced it will have a pop-up party to celebrate fundraising efforts for building a new Veterans Memorial Park.

The party will be from 5 to 6:30 p.m. Monday at 385 W. Walnut St., near the site of the new park.

Waterloo firefighters will be grilling pork burgers and hot dogs and serving them for free, along with chips and a drink.

The Army National Guard will have a bungee run for kids and provide information about the Guard.

Park board members will be on hand to discuss the future park.

Before developing a plan, the park board collected public input and reviewed drawings of past ideas for the park. When completed, the board says, every resident in the town will live within a half-mile of a park.

— Journal Gazette

# News ~ Sentinel

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## **Allen County receives \$1 million from the state for road improvements**



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Allen County will receive \$1 million in state matching funds for local road projects through the Next Level Roads: Community Crossings Initiative. A total of 189 Indiana cities, towns and counties received a combined \$115 million through the program.

The proposed project submitted by the Allen County Highway Department was for 17.8 miles of asphalt resurfacing over five county roads: Schwartz Road from St Joe Center Road to Flutter Road; St. Joe Road from approximately Flutter Road to Schwartz Road; Wheelock Road from approximately Flutter Road to St Joe Road; Winchester Road from South County Line Road to Kinnerk Road; and Dunkelberg Road from Bluffton Road to Winchester Road. The total estimated cost for these improvements is \$2.3 million, of which the Community Crossings Matching Grant award will fund \$1 million, the maximum award available per year under the program.

The highway department plans to put this work out for bid in mid-April, and the work will take place this summer.

Launched in 2016, the Community Crossings Matching Grant Program provides funding to cities, towns, and counties across Indiana to make improvements to local roads and bridges. Community Crossings is a partnership between the Indiana Department of Transportation and Hoosier communities, both urban and rural, to invest in infrastructure projects that catalyze economic development, create jobs and strengthen local transportation networks.

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# Officials kick-start Ardmore 'gateway'

Work underway to widen,  
enhance road near airport

**ROSA SALTER RODRIGUEZ**

*The Journal Gazette*

First come the orange cones and barrels, and next come a wider road with a center turn lane, new streetlights, trees and updated storm sewers.

That's the trajectory for improvements to one mile of Ardmore Avenue between the intersection of Airport Expressway and West Ferguson Road and Second Street near the new entrance to Fort Wayne International Airport.

The work, already underway, is expected to be completed by November.

Mayor Tom Henry and other dignitaries broke ground Wednesday on the project, which will provide \$3.7 million in improvements to what they called a neglected "gateway" into Fort Wayne.

The project "will create a welcoming and attractive gateway for people traveling to and from our airport," Henry said in a statement.

"That's why the project is so important," he added. "As our community competes for jobs and talent, we know the importance of putting our best foot forward and making a good impression on our visitors."

The new turn lane, officials said, will lessen backups on the two-lane road as motorists and truck traffic need to stop to turn into numerous businesses.

Perhaps most noticeable will be a new sign indicating that travelers are in Fort Wayne. With large white letters that spell out the city's name in a bottom-to-top fashion,

## ARDMORE

Continued from Page 1C

the sign is 25 feet tall and narrow and features a graphic representation of three rivers.

Designed by Creative Sign Resources, Fort Wayne, the marker will be placed with landscaping at the southeast corner of Ardmore Avenue and Airport Expressway.

The project also includes a trail on the east side of Ardmore. It's the third phase of a six-mile trail to connect Jefferson Boulevard and the airport.

From the airport, the trail follows Ferguson Road to Bluffton Road and ultimately will connect with the Wabash and Erie Towpath Trail at Taylor Street and to more than 100 miles of interconnected trails in Fort Wayne.

Mary Tyndall, community development spokeswoman, said there may be one-lane traffic and road closure and detours during construction, including one that is now underway.

She suggested drivers to to [www.cityoffortwayne.org/](http://www.cityoffortwayne.org/) invest and follow a link on road closures and lane restrictions.

She added the improvements are being funded

through a tax increment financing district.

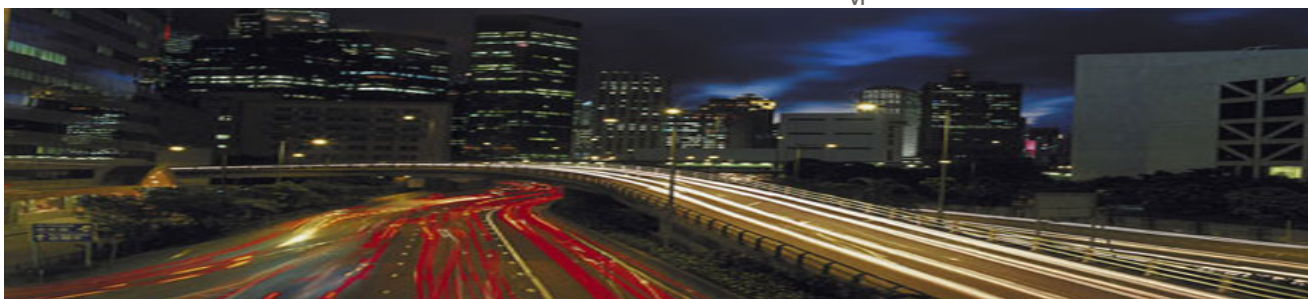
The district, founded in 1996, has a fund into which district property owners pay for improvements only in that district. The cost is not coming from the city's general fund.

A&Z Engineering designed the project, and it is being constructed by E&B Paving, both of Fort Wayne. [rsalter@jg.net](mailto:rsalter@jg.net)



## NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

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[Indiana MPO Listing](#)
[Related Links](#)
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### Welcome to the Northeastern Indiana Regional Coordinating Council (NIRCC) Website

The Northeastern Indiana Regional Coordinating Council is the agency designated by the Governor to perform general purpose planning on a regional basis for Adams, Allen, DeKalb, and Wells Counties.

The website was created to provide other agencies and the public with information regarding projects that are currently in the planning stages and projects that have actually been completed.

The links at the top of each page will help you navigate the website. Furthermore, contact information is listed at the right of each page.

## Current News

### TRANSPORTATION PLANNING OPEN HOUSE

**Draft FY 2020-2024 Transportation Improvement Program**

**March 19, 2019 from 4:00 PM - 6:00 PM**

**Citizens Square - Omni Room (Room #045)**

**For more information about the Open House, click [HERE](#)**

### Draft 2020-2024 Transportation Improvement Program (Click [HERE](#) to view the document)

Draft INDOT Projects 2020-2024 TIP (Click [HERE](#) to view the document)

Draft Local Roadway Projects 2020-2024 TIP (Click [HERE](#) to view the document)

Draft Transit Projects 2020-2024 TIP (Click [HERE](#) to view the document)

### 2019 Section 5310 Capital Assistance Call For Projects for the Fort Wayne Allen County Urbanized Area

Agencies wishing to submit Section 5310 Capital requests MUST request an application package from NIRCC in writing (via email or by mail)

(Click [HERE](#) to view the document)

### Contact Us

200 East Berry Street, Suite 230  
Fort Wayne, IN 46802

Mon - Fri 8:00am - 4:30pm

Phone: (260) 449-7309

Fax: (260) 449-8652



Executive Director  
Dan S. Avery

### NIRCC's Calendar (2019)

2019 CALENDAR				
Month	Day	Event	Location	Time
January	15	Public Hearing	Fort Wayne	6:00 PM
February	15	Public Hearing	Fort Wayne	6:00 PM
March	19	Open House	Citizens Square	4:00 PM - 6:00 PM
April	15	Public Hearing	Fort Wayne	6:00 PM
May	15	Public Hearing	Fort Wayne	6:00 PM
June	15	Public Hearing	Fort Wayne	6:00 PM
July	15	Public Hearing	Fort Wayne	6:00 PM
August	15	Public Hearing	Fort Wayne	6:00 PM
September	15	Public Hearing	Fort Wayne	6:00 PM
October	15	Public Hearing	Fort Wayne	6:00 PM
November	15	Public Hearing	Fort Wayne	6:00 PM
December	15	Public Hearing	Fort Wayne	6:00 PM

### Transportation Resource Guide

(8 1/2 x 14) Brochure



[Spanish Brochure](#)

[Burmese Brochure Text](#)